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OTTAWA, Nov. 15th, 1903.

7 YEARS OF...
Liberal Administration

LIBRARY OF PARLIAMENT

The Right Hon. SIR WILFRID LAURIER, K.C., M.P., G.C.M.G., &c.

CONTRASTED WITH

18 YEARS OF...
Conservative Rule

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N.B.—The facts stated in this pamphlet come in the order in which the events they bear on occurred, or rather they appear in historic sequence for each year the Liberal government has done something for the benefit of the Canadian people. Owing to the adoption of this method of giving some of the good deeds of the government all the statements bearing on any one subject do not immediately follow one another. The reader would do well to bear this in mind so that if necessary he may for himself "pick out" all that pertains to any one subject.

The object of this and succeeding pamphlets is to set forth, as briefly and clearly as possible, the record of the Liberal Government since June, 1896, when they took office, and to consider the effect of their policy and actions so far as they relate to the material welfare of the country.

At the outset, we would ask the reader what he thinks should be the essential aims and duties of the Federal Government? What tests are usually applied by the average elector when he is considering how he should cast his ballot? As we conceive it, the Governments are generally expected—

(1) To do everything possible to promote the prosperity and welfare of the whole people.

(2) To administer our affairs economically, and to tax the people fairly and equitably, but not unduly.

(3) To develop the great resources of the country on sound principles, and towards that end, to promote immigration, and provide transportation facilities.

(4) To ensure peaceful and harmonious relations between the various elements of our population.

There are, of course, many other features, but the foregoing will, we think, be generally accepted as the vital standards by which Governments should be judged.

We propose to apply these tests to the Government now in power. To do so thoroughly, it becomes necessary, in the first place, to consider the state of the country when the Liberals came into office, and for a few years prior thereto.

A Deplorable Condition.

What were the conditions during the closing years of Conservative rule? As most Canadian know,—business was stagnant; little, if any, progress was being made; the country was in a dead-and-alive condition; people were emigrating by thousands; our domestic peace was seriously threatened by an ill-advised measure of coercion in respect of one of the Provinces. Confidence in the Government was destroyed. The members of it were warring among themselves, and the humiliating spectacle was seen of seven members of the Cabinet going out on strike against their leader, who subsequently declared that they constituted a "nest of traitors." Corruption on a stupendous scale had been revealed in the large spending Departments. Scandal succeeded scandal, until the people were thoroughly disgusted and alarmed. Many of them are still

fresh in the memory. There were the disgraceful McGreevy-Langevin disclosures; the notorious Curran Bridge affair; the fraudulent Commissions on Printing Bureau contracts; the Tay Canal. No wonder the London *Times* the great organ of British public opinion, was obliged to declare:—

> "Here in the mother country there can be only one feeling, that of deep regret for the wrongs done to the fair fame of the oldest of her daughters."

The London, England, *Telegraph* wrote:—

> "Enough, unfortunately, is already known in England to make it clear that only the most resolute and drastic purification can redeem public life in Canada from the taint of corruption, the like of which we have not seen in our country for hundreds of years."

The London, England, *Echo* stated:—

> "No country can prosper where Public Departments are in league with fraudulent contractors, and Ministers are open to offers."

These were some of the results of the latter years of Tory rule. Verily Canada was in need of a political physician! Those were dark days, but happily the cloud passed away.

Happier Days.

Let us now turn over the page and consider existing conditions, and those that have prevailed during the past few years.

It is undeniable that the country is and has been since 1897, highly prosperous; that business of almost every kind is progressing—nay flourishing; that there is an abundance of remunerative labour---lots of work for every honest man to turn his hands or brains to? Indeed it is very difficult for employers to get help. Our great natural resources and transportation channels have been and continue to be developed. Peace and harmony prevail among all classes. There never was a time in the history of this country when the farmers were so prosperous, so well to-do, and so comfortable as they are to-day. Our finances are in sound condition. Immigration and capital, so long earnestly sought, are flowing our way. The tide of prosperity seemed to turn our way almost concurrent with the change of Government, and it has flowed in increasing measure year by year ever since. There has been no boom from which a reaction might be expected: no! the development, though rapid, has been along right lines. No check has been experienced and none is apparently in sight.

And the future is as bright as it could well be. Our greatest heritage.---the illimitable fertile lands of the great North West---has attracted the serious attention of the world, and settlers are flocking in. Another Trans-continental Railway is projected to keep pace with the development.

The chagrin and despair of 1896 have given place to enthusiasm, hustle and pride. Canadians are now thoroughly alive to the fact that "they are citizens of no mean country." Pride of country is the predominant feeling.

A foreigner might consider these statements to be exaggerated, but every impartial Canadian observer knows that they are substantially correct.

The only really disgruntled class we know are the Conservative politicians. They are chagrined because they are not running things, which they believe it is their special mission on earth to do, but they console themselves by amassing money and growing fat in the general prosperity.

They still stick to their pet political nostrums though, and they are now actively engaged in trying to make the people believe that Canada's commercial health is seriously in danger. When we reflect upon the tremendous strides the trade of the country has made in recent years, it becomes difficult to believe that any fiscal and business policy could be much better than the existing one.

We now propose to undertake the cheerful task of substantiating from the official records the statements made as to the progress and development of the country. We believe it is not necessary to quote figures to prove our truthfulness because happily prosperity is abundantly manifest on every hand, but we think the statistical information we propose to give will be an inspiration to you, and a just subject for gratification.

A Prophecy Fulfilled.

Sir Wilfrid Laurier, in the course of a speech at a banquet in the good city of Toronto, in the days when Sir John Thompson was Premier, said that when his Party came in power it would not be necessary to quote a long array of figures to prove that the people were prosperous, as one of the prominent Conservative speakers had done that evening—No! said Sir Wilfrid, "You will feel the jingle of prosperity in your pockets." Whether he spoke in jest or earnest, his prophecy has been amply fulfilled.

To proceed,—

We will prove, by figures taken from the public records, that the country made greater progress during the last seven years under Liberal government than it made during the whole 18 years of Conservative rule with the National Policy in operation.

This is an astonishing statement, but the facts which establish it are beyond doubt or controversy.

Foreign Trade.

First, we will look at, and illustrate by comparison, our *foreign trade*, which is declared by all exponents of the science of political economy to be the best indication of the welfare of a country. The following are the figures:

18 years Conservative	1878	$172,405,454
7 years Liberal	1896	239,025,360
	1903	467,064,685

Here we have an increase of *66* millions in *18 years* under the National Policy, compared with an increase of 228 millions in the short period of seven years under the Liberal policy. *Astonishing, is it not?*

Comparing the last seven years of Conservative administration with the first seven under the Liberals, we find a tremendous increase under the Liberal policy. Here are the details:

Total foreign trade for seven years from 1897 to 1903, inclusive	$2,542,701,333
Total foreign trade for seven years from 1890 to 1896, inclusive	1,630,446,121
Increase last seven years under Liberal policy	$912,255,212

Export Trade.

Some people prefer to judge our material progress by our exports; that is to say, the goods we produce in Canada and sell abroad for gold or exchange

Well! how do they stand? *It is an actual fact that our annual exports of home products have increased in the last seven years by no less than 104 million dollars, whereas during the whole 18 years the Conservatives were in office they only increased about 42 millions.* Look at the details:

18 years Conservative	1878—	$ 67,989,800
	1896—	109,915,337
7 years Liberal	1903—	214,401,674

To view the matter in another light: We sold abroad, during the last seven years, 470 million dollars' worth more than for the previous seven years.

Total exports Canadian produce for seven years 1897 to 1903, inclusive	$1,166,511,452
Total exports Canadian produce for seven years 1890 to 1896, inclusive	696,357,941
Increase last seven years, under policy of Liberal Government	$470,153,511

This is one of the great constituting factors toward the prosperity we have enjoyed in recent years. Consider these figures seriously for a moment. They are worthy of careful attention.

The details may be of interest:

	Total Exports Canadian produce, 1890 to 1896, inclusive.	Total Exports Canadian produce, 1897 to 1903, inclusive.
Produce of the Mines	$42,720,147	$170,090,705
" " Fisheries	69,468,459	78,898,559
" " Forest	176,525,105	213,990,766
" " Farm	331,401,269	573,986,671
Manufactures	51,599,394	101,231,469

Bank Circulation.

There are other ways of gauging our progress and prosperity. Take for instance the circulation of Bank notes and Dominion Government notes. This is perhaps one of the best tests to apply. The extent of the paper money in circulation is an accurate indication of the volume of business. *Here again we find greater growth in the seven years since 1896 than there was during the 18 years the Conservative policy was in operation, as is established by the following figures:*

Circulation Dominion and Bank Notes at 30th June of each year.

1896	$50,709,059
1878	29,811,843
Increase 18 years under Conservatives	$20,897,216
1903	97,872,043
1896	50,709,059
Increase 7 years under Liberals	$47,162,984

Bank Discounts.

The loans or discounts made by Banks afford another good illustration of our development, and they also show greater activity in business in the seven year since the present Government took office than during the previous 18 years. The figures under this head are as follows (for 30th June of each year):

1896	$224,507,301
1878	122,913,778
Increase 18 years when Conservatives were in power	$101,593,523
1903	406 184,733
1896	224,507,301
Increase 7 years under Liberals	$181,677,432

Deposits made by the People in the Banks.

(Chartered and Savings)

Here we have one of the very best tests of progress and prosperity, and we would ask the most careful attention to the astonishing figures (as at 30th June in each year):

1896	$245,029,143
1878	79,197,512
Increase in 18 years under Conservatives	$165,831,631
1903	460,950,579
1896	245,029,143
Increase in 7 years under Liberals	$215,921,436

Assets of Banks.

This is another very good test of national growth. The statistics under this head are reported as follows (as at 30th June in each year):

1896	$316,122,706
1878	175,473,084
Increase in 18 years under Conservatives	$140,649,622
1903	641,985 372
1896	316,122,706
Increase in 7 years under Liberals	$325,862,666

Railways.

It is an axiom that when business is brisk the Railways are prosperous. Railway statistics therefore constitute a good barometer commercially. According to the reports of the Railway Department of the Government the total tonnage carried by all the Railways of Canada, increased in a greater degree

during the seven years subsequent to 1896, than they did during the 18 years prior thereto. The details are :—

1896	24,266,825	tons carried.
1878	7,883,472	" "
Increase 18 years when Conservatives in power.	16,383,353	tons carried.
1903	47,373,353	" "
1896	24,266,825	" "
Increase 7 years under Liberals	23,106,592	tons carried.

Letters Posted.

This will be generally admitted to be a fair indication of the measure of activity in business. The figures are interesting :

1878	44,000,000	Increase 18 years under
1896	116,028,000	Conservatives, 72,000,000.
1896	116,028,000	Increase seven years under
1903	234,991,000	Liberals, 118,963,000.

Immigration and Development of the North West.

It is we think very well understood and generally believed that the tide of immigration has at last turned our way, and that the great North West is being quite rapidly peopled. In these particulars we do not consider any proof is required to convince the public, but we think an inspection of the records will be both interesting and inspiring. The opening up of that rich territory of almost boundless extent marks an epoch in the history of Canada. It is the dawn of a new era, and, as we believe, a more prosperous one, than we have ever experienced. The wealth which will be produced from that great district in increasing measure each succeeding year as development proceeds, will radiate all over the country—and nearly every industry will be benefited by it. Had we no other resource than that rich territory a prosperous future would be assured to us. The rapid settlement of these fertile lands means that correspondingly rapid progress will be made in manufacturing industries that supply the wants of the farmers and ranchers.

We will now ask you to look at the figures—and note please the progress made during the last seven years.

First we will take the

Immigrants.

Seven years 1890 to 1896 inclusive	271,216
Seven years 1897 to 1903 inclusive	366,946
Increase last seven years	95,730

Next we will examine the record as to the *importation of Settlers' Effects*, which is as follows :

Total value of Settlers Effects imported for seven years 1890 to 1896, inclusive	$15,876,440
Total value of Settlers Effects imported for seven years 1897 to 1903, inclusive	25,697,606
Increase last seven years under Liberals	$9,821,166

Now look please at the record of *Homestead Entries.*

For the year 1896 they numbered only 1,857—whereas last year they were 31,383.

During the seven years 1890 to 1896, inclusive, they totalled, 22,845 as compared with 75,530 for the succeeding seven years—1897 to 1903 inclusive.

Further and still more striking, it is an actual fact that nearly 13,000 more Homestead entries for land were made during the seven years the Liberals have been in office than during the whole 18 years of Conservative rule.

Examine the figures.

Total for 18 years, 1879 to 1896 inclusive	62,661
Total for 7 years, 1897 to 1903 inclusive	75,530

What better evidence could you want, as to the vigor, the wisdom and the success of the Government's immigration policy?

Land Sales by Ry. Companies.

But we have another test to submit, namely the record of Land Sales made by Railway and other companies holding grants of lands made to them by the Conservative party when they were in power, and also sales by the Hudson's Bay Co'y. During the last four years such sales were:

Acreage	7,700,212
Value	$26,632,130

Whereas the record for the last four years of the Conservative Government was:

Acreage	411,608
Value.....	$1,144,530

N.B.—We quote only four year periods in this instance because the returns of such sales were not published by the Government prior to 1893.

Manufacturers Prosperous.

In no branch of national industry has greater progress been made in recent years than in manufacturing. Factories that were shut down or only partly employed in 1896 are now going full blast, and hundreds of new ones have been erected all over the Dominion. In national policy days the cry used to be "lack of orders," but to-day the manufacturers are crying out for more skilled help. In this connection we quote the following extract from the last report of the Parliamentary Committee of the Canadian Manufacturers Association, which reads as follows:

> During the past year this country has experienced a scarcity of labor unparalleled at any previous period in our development. To meet the necessities of the case, a letter was addressed under the direction of this Committee to every member of the Association, enquiring with regard to the necessities of individual manufacturers. The replies to this letter showed that more than eleven thousand additional employees were needed at once by our members alone. These facts were quickly placed before the Government, and through our Association were published in the British press, a step which led to the establishment of supply organizations in Great Britain. The addresses of reliable sources of supply were then furnished to the members of the Association, and as a result hundreds of competent workmen have been sent out to supply the demands of Canadian industries.—See "Industrial Canada," October, 1903.

Yes, the old staffs, which not very many years ago were more than sufficient are to-day altogether inadequate numerically to fill the orders that are pouring in, and more workmen are imperatively required. In many cases manufacturers have had to take their travellers off the road to give their factories a chance to

catch up on the orders. Many manufacturers also have had to decline export trade, being too busy with the home trade to attend to the wants of foreigners.

The following extract from an official report dated July 12, 1903, from Mr. J. S. Larke, Canadian Commercial Agent in Australia, illustrates this fact :

"I have had some enquiries for openings for Canadian Manufacturers, but th re are more enquiries for Canadiangoods here just now than there is for markets for Canadian exporters, and arrangements made by Australians visiting Canada are generally disappointing. One who returned some little time since informs me that he has letters from twenty Canadian firms regretting that there is so little possibility of their being able to supply goods for some months that it is useless to seek orders. This is probably an exaggeration of numbers, but there are certainly a number of promising agents who have failed in securing the commissions in Canada that they sought.'

There is scarcely a town or city in the whole Dominion where manufacturing is carried on extensively that cannot point to great development and progress in its local manufacturing institutions.

Never in the history of the country did workmen get better wages; and never were they more in demand. Every man who wants to work can find lots of employment.

Manufacturers generally realize all this to the full. They know their industries are prospering in a measure some of them never dreamed of.

Read what Mr. Robert Munro—the president of the Canadian Manufacturers Association during 1902—said at the annual meeting in Halifax during the fall of that year. He is reported in " Industrial Canada," the organ of the Association, as follows :

"While the past year is fairly described as Imperial, it has been a banner year in Canada. I will spare you by merely referri g to a ubject so pleasing and yet so familiar. Never was our country in so prosperous a condition. Never were our people so harmoniously optimistic. Canada s external trade for the fiscal year ending 30th June, is reported to be four hundred and twenty-three millions of dollars, an increase of thirty eight millions,—being 10 per cent. Of manufactures, the preliminary returns place the increase at 15 per cent., so that the increase in our industrial exports has more than kept pace with our phenomenal increase in other departments. Considering the greatly increased demand upon us for our home market, this report is most encouraging, exhibiting as it does the fact that our manufactures are developing more rapidly than the other branches of trade."

And at the annual meeting of the association held in Toronto last October, Mr. President Birge was even more enthusiastic and optimistic. He said :

"Since we met in Halifax, much has transpired which claims our attention as Canadian business men. We see Canada commanding the consideration of every other nation ; rejoicing in a period of remarkable development ; asserting without fear a fiscal policy which has commanded the respect of European countries ; governing herself in the fullest enjoyment of liberty, yet proud of her place among the subjects of Great Britain. We see South Africa following Canada's example in instituting a British trade preference.

"It is gratifying to every loyal Canadian to reflect upon the advances made by Canada during recent years, and to foreshadow the great future which is surely hastening towards us

"No other country in the world in proportion to the population has shown such great increases in its trade and commerce during the past five years, the figures for both exports and imports having nearly doubled during that time. Last year the total trade of Canada amounted to $467,000.000, an increase over the previous year of more than $43,000,000. The bank deposits of Canadian people showed a total last year of $460,000,000, and the foreign trade more than $79 per capita, which is the fourth largest in the world, being exceeded only by Great Britain, Belgium and Cape Colony.

"The emigration to Canada during the past year is nearly double what it was in the year previous—reaching a total of 125,000, and this figure will be largely increased during the present year. No other feature is more indicative of our growth. During the ten years preceding 1901, sixty per cent. of the British emigration settled in the United States, and only ten per cent. in Canada. To-day, not only is a large proportion of the British exodus finding its way to Canada, but within the first seven months of this year nearly thirty thousand citizens of the United States crossed the border to settle in Canadian homes.

"The general conditions throughout Canada have been those of prosperity and plenty—in fact, I believe that nowhere on the face of the earth are there five millions of people who wear better clothes, eat better meals and enjoy more of the good things of life than the people of Canada. Over and above this material prosperity, we rejoice to find a true Canadian spirit prevading and dominating our whole national life, not a blatant self assertion or an empty jingoism, but an honest pride in our splendid resources and achievements, and in the fact that we are Canadians first and always.

"But I wish to speak specially of our manufacturing industries, and a simple examination of the facts proves clearly that as manufacturers we have not only shared in, but have contributed largely to the general prosperity of the time.

"The returns of the 1901 census are not yet complete, and though the Commissioner has taken considerable trouble to give me some partial returns, I cannot avail myself of them for purposes of comparison, but we can get some idea of the growth of our industries by comparing the export figures of 1893 with those of 1903. In 1893 our total exports amounted to $118,000,000. In 1903 they totalled more than $214,000,000, an increase of 81.4 per cent. In 1893 our manufacturers exported 39.8 per cent. of our total exports of domestic products, while in 1903 they exported 47.2 per cent."

Raw Material Imported.

The importation of raw material constitutes a very good indication of the volume of business in manufacturing, and we beg leave to submit, at this stage, a few figures compiled from the Trade and Navigation returns of the Dominion:

	Imports. Raw material for seven years, 1890 to 1896 inclusive.	Imports. Raw material for seven years, 1897 to 1903 inclusive.
Ores of Metals	$40,127	$3,092,145
Raw Cotton	257,777,625 lbs.	385,524,765 lbs.
Crude Rubber	12,782,746 "	18,477,588 "
Hides and Skins	$13,213,137	$28,917,527
Flax Seed	8,866,913 "	217,918 576 "
Oak	$1,394,596	$5,268,369
Mahogany	$168,719	$375,274
Furs and Skins	$4,029,227	$8,386,340
Coal, soft	11,308,650 tons	18,405,432 tons
Coke	111,348 "	1,380,230 "
Drugs, Dyes and Chemicals	$11,361,307	$19,819,998
Fire Brick for mfg. purposes	$621,594	$1,876,689

While as Mr. Munro stated, and as is quite evident, the demands of the home market have been very heavy, it is gratifying to know that our manufacturers have been extending their operations in foreign countries in a large measure as appears from the following statistics:

Exports. Canadian Manufacturers, 1896.....$ 9,365,384
" " " 1903..... 20,624,967

This is an increase of 120 per cent. in seven years.

But dipping further into the Trade and Navigation Return, we are able to make the statement without fear of contradiction, that our Export of manufactures increased during the last seven years under Liberal rule in double the proportion that they increased during the whole 18 years of the National Policy. Here are the figures:—

Exports of Canadian Manufactures.

1878.....$ 4,127,755 } Increase 18 years, $5,237,629.
1896..... 9,365,384 }
1903..... 20,624,967 } Increase of 7 years, $11,259,583.

In the immediate future, we confidently venture the prediction, there will be even greater progress in manufacturing. The new Transcontinental Railway will open up vast tracts and areas of virgin soil, of timber and of minerals, which will attract immigration and capital in a larger measure than ever before. As a result of its construction we may confidently anticipate a largely increased acreage under cultivation, and great development in ranching, lumbering and mining industries. An army of men will be required during the work of construction. Villages, towns and (we hope, ultimately, cities) will spring up all along the line of the Road. It *will give Canada depth as well as width. In short, we shall have a new and greater Canada, and our home market will be greatly enlarged.* That is what every Canadian manufacturer wants, as by enlarging the home market you increase his production, and in so doing, place him in a better position to compete with his foreign rivals.

Mr. Clouston, General Manager of the Bank of Montreal speaks.

The figures we have quoted have all been taken from official publications. Perhaps, however, you would like other testimony. Well! read what Mr. Clouston, the General Manager of the Bank of Montreal, said at the annual meeting of the Bankers of Canada held in Toronto in November, 1902:

"The year that has elapsed since our last meeting has witnessed a further remarkable expansion in all branches of the Canadian trade and commerce, in which the business of banking has had its due share. It has been a year of no untoward incident in the domain of mercantile affairs. The prosperity enjoyed in bountiful measure since 1897, continues unabated, and no clouds are yet perceptible on the horizon, save perhaps an undue and speculative desire for financial expansion to anticipate the profits that still lie in the future. On the contrary, the signs from which encouragement and hope spring are abundant. A bountiful harvest has been safely gathered, particularly in our Northwest, and is rapidly being carried to market, thanks to the liberally increased facilities provided for its transportation. The last returns show that the amount of grain moved to date this year exceeds by nearly 40 per cent. the total for a similar period in 1901. Labor is fully employed; manufacturing industries are working well up to their capital; immigration is increasing at a rate which prompts the hope that we are at last succeeding in solving the problem of populating the Northwest; new markets for our products are being exploited and old markets enlarged; means of transportation are being supplied and improved. Indeed, were one disposed to dwell on the possibilities of the future in the way of material development and prosperity, the field would afford a vast scope. Railway earnings, clearing house returns, figures of foreign commerce, the failure list, bank statements, in a word, all the tests by which the material conditions of a country are judged, indicate that Canada is experiencing an exceptionally high degree of prosperity."

A Comparison.

But the Conservatives say that the growth of trade during the last few years is altogether attributable to the good times which are general throughout the world, and they claim that the growth would have been as great if the old trade policy had been in operation.

Now, the Conservatives administered our affairs for 18 long years, during which there were many years of world-wide prosperity, but nevertheless, the figures show that at no period under Conservative rule was the growth of our trade anything approaching the dimensions of recent years.

For the purpose of comparison, we have divided the period from 1878 to 1902 into four periods of six years. The first three of such periods cover the Conservative Policy, and the last, that of the Liberal.

The figures of growth are as follows:—

Exports, Canadian Produce.

		Ratio of Increase.
Under Conservative Policy.....	1878 to 1884	17 per cent.
	1884 to 1890	7 "
	1890 to 1896	29 "
Under Liberal Tariff.....	1896 to 1902	78 "

Aggregate Foreign Trade.

		Ratio of Increase.
Under Conservative Policy.....	1878 to 1884	20 per cent.
	1884 to 1890	5 "
	1890 to 1896	9 "
Under Liberal Tariff.....	1896 to 1902	77 "

This showing, we submit, disproves beyond question the Conservative assertion.

Comparison with Other Countries.

Now let us compare the progress of our trade with that of other countries, and we premise that the comparison is one of which every Canadian may be proud.

The Relative Percentage of the Growth of Trade of the Undermentioned Countries for Seven Years.

In the case of Canada and the United States the fiscal year ends June 30th, the figures therefore, in these two cases only are for the fiscal year ended June 30th, 1896 and 1903 respectively the fiscal years of all the other countries mentioned end Dec. 31st, 1895 and 1902.

Country.	1895	1902	Increase.	Percentage of growth
CANADA.....	$211,739,913	$439,212 202	$227,472,289	107.43%
Japan.....	133,084,033	262,443,241	129,359,208	97.20
Cape Colony....	146,281,249	233,312,649	87,031,400	59.50
United States (a)	1,642,925,161	2,417,983,175	775,058,014	47.18
Italy.....	429,424,191	626,893,133	197,468,942	45.99
Germany	1,770,379,422	2,453,491,000	683,111,578	38.59
Belgium.....	591,708,471	797,746,000	206,037,529	34.84
Argentine Rep..	207,633,480	272,637,574	65,004,094	31.31
Switzerland.....	304,788,030	386,543,454	81,755,424	26.82
Great Britain ..	3,128,380,466	3,950,834,168	822,453,702	26.29
France.....	1,369,084,100	1,669,960,000	300,875,900	21.98

(a) Includes total imports, not "imports for consumption" only.

NOTE.—Imports for consumption and exports of domestic merchandise unless otherwise stated.

The foregoing statements prove conclusively, we think, that there is as much difference between the Canada of to-day in a material sense and the Canada of seven years ago as between light and darkness. Consider again for a moment the purport of the figures we have quoted. Who would have dreamed that Canada would have made such marvellously rapid progress in such a short space of time? Greater growth all round in seven years under Liberal rule than in 18 years under Conservative Governments! Hard facts like that cannot be explained away. No wonder His Majesty's loyal opposition feel discouraged. No wonder the Liberals from the Atlantic to the Pacific feel proud of their leaders. If the Tories had such a record to go to the country upon, they would get up on the housetops and shout themselves hoarse.

But apart from the financial and material aspect we propose to view the business policy of the Government in another and very important light. We

submit that the Liberal Government has raised Canada as a nation from comparative obscurity to a very high and commanding position in the eyes of the world. Seven or eight years ago we were not very well known outside of the American continent. The little that was written of us in the press of the mother country was to our disadvantage. Our kin across the water had been shocked by the disgraceful corruption of the Conservative Government, and to say the least they did not consider our country one of promise. Unfortunately for us, the British press comments were only too true, and we had to suffer them in silence though they undoubtedly had a tendency to retard our growth and development.

The actions of the Liberal Government soon dispelled British distrust and step after step followed which not only redounded to our material advantage but raised us in the estimation of the Empire and the world. The greatest of these was the preferential tariff The Conservatives had toyed with the question. They theorized and gossiped over it, but they never got within a hundred miles of the firing line. They had an idea of granting Britain a modest five per cent. advantage in our markets in return for a preference in Britain on our food stuffs, but the Belgian and German treaties seemed, to them, to preclude preferential trade arrangements within the Empire, so they did not submit their idea. The matter was allowed to drop by them, except on the platform where they *talked loud and long* about it. The Liberals substituted action for talk and boldly adopted a policy which has been productive of the most beneficial results alike to Canada and the Empire—and which is bound to live in the history of our times. The immediate result was the abrogation of the treaties that seemed to stand in the way of inter-Imperial preferences—and latterly it has brought about the serious discussion and agitation on the trade question now going on in Britain. Canada led the way—she was the pioneer in the movement—South Africa followed. New Zealand has promised to do so—and there is a likelihood of Australia joining the procession. It is also quite within the bounds of possibility that Great Britain herself may revise her trade faith and adopt a similar policy to that of Canada. *Mark it well if ever we get a preference on our products in the British Markets it will be the fruit of the Canadian Liberal Government's preferential tariff.* But this subject is too large to treat exhaustively or sufficiently—within the limits of this pamphlet. More of it anon:

What further has the present government done to raise the national status? Our space is limited, so we will summarize.

1. They took a dignified and manly attitude in their negotiations with the United States. Anxious as they were to conclude a trade arrangement with that country—solicitous as they also were to arrive at a settlement of the many questions in dispute between the two countries, they would not sacrifice or even give the appearance of sacrificing, what they considered to be Canadian rights. They did their best as statesmen and true Canadians to make the joint high commissio fruitful—but their efforts being without avail, Sir Wilfrid Laurier publicly announced that there would be no more looking to Washington. In effect his utterances meant that if further approaches were to be made the United States would be left to make them

While on this branch of the subject it should be carefully noted the government, recognizing the unfriendly and hostile nature of the Dingley Tariff, did not in framing their tariff, of 1897, purposely give the United States any advantage. The reductions in duties that were made on products coming from the United States were considered essential to the people of Canada, and it was in their interests solely they were made. The duties on many lines produced in that country were kept up—and in some cases increased. The government carried out its

pledges to the people to reduce customs taxation largely by means of the preferential tariff—which, while benefitting the Canadian consumer and British merchant, handicaps the United States in our markets.

(2) Germany having penalized us for giving a preference to the Mother Country, the Canadian Government after exhausting every effort to induce the German Government to take a more reasonable view—retaliated by imposing a substantial surtax on their products.

This step met with the approbation of Great Britain and the Empire—and shewed the world that we were not to be trifled with. It was moreover hailed with great satisfaction in Canada.

(3) The government by admitting the British colonies in the West Indies to the benefits of the preference without a direct return showed its willingness to accept its share of imperial responsibilities.

(4) They succeeded in getting our government bonds placed on the most favored trustee list in Great Britain.

(5) They gave the Mother Country able assistance in her time of trouble in South Africa.

(6) Chiefly through the efforts of the Liberal Postmaster General—penny postage within the Empire was adopted. Here again Canada led the way.

The Conservative Attitude.

What do the Conservatives think of it all? It is difficult indeed to know where to place them. When the Liberal Tariff was introduced in Parliament it was greeted with a wail of woe. Their then leader, Sir Charles Tupper, Bart., spoke as follows:

"The result is that this Tariff goes into operation, and the hon. gentleman knows that the industries of this country are already paralyzed in consequence, while honorable members gloat over the destruction of Canadian industries. I was reading the wail, the sorrowful wail, of those industries in *The Montreal Gazette*, where one manufacturer after another declared that those industries were ruined, that their mills must close, and that they saw staring them in the face a return to the deplorable state of things that existed when the hon. gentleman who last addressed the House was in charge of the fiscal policy of this country. I say that a deeper wrong was never inflicted upon Canada.

"I feel that so far from rejoicing at it from a party standpoint, I deplore from the bottom of my heart the ruin that is going to be inflicted upon the best interests of Canada and upon its great industries. Still, I unhesitatingly say that, from a party point of view, the hon. gentlemen are doing our work; they are showing the people of this country that no reliance can be placed upon the most solemn declarations that they make either in the House or out of it; they are showing the people of this country that, having obtained power, which was all they wished for, they are now prepared to abuse that power at a cost of sacrifice of the industries of Canada."

In the light of results how absurd such a prophecy now appears. Since that speech was made the Conservatives have taken the most irreconcilable positions on the question. At one time they have declared that the National Policy was retained in its entirety, and in the next breath almost they have scolded the Government for reducing duties and thereby hurting the home manufacturers. They have, however, been consistent in their declarations that the Government was not entitled to a particle of credit for the prosperous state of the country. Sir Charles Tupper frequently spoke to this effect. He went further, and declared that the Liberals had not done one single act tending to produce prosperity. Mr. R. L. Borden, who now leads the party, has adopted the same tactics, and the same political cry. Recently, he said in effect, that the administration of the Liberal Government had not been of any benefit to the country, and,—following closely in the footsteps of Sir Charles,—he asserted

that the Government had done nothing to promote the welfare of the people. We had thought better of him. We knew Sir Charles Tupper was not always too careful or accurate in his statements as to the policy of his opponents, but when Mr. Borden took charge of the party it was expected, at any rate, that more regard would be had to political veracity and to the logic of circumstances.

The Liberal Government do not claim that they are entitled to all the credit for the happy state of the country, but they do contend, and with justice, that their legislation and administration have been along the right lines; have stimulated and fostered the trade and commerce of the country, and have, in a very material way, promoted prosperity.

We believe it to be beyond question that in a country like Canada, the policy of the Government is a determining factor in commercial and industrial life, and that progress can be attributed in a large measure to the wisdom of such policy. This, we think, will be apparent to you when you consider:—

(1) That the fiscal laws have a direct bearing upon the prices of all commodities.

(2) That many producing interests have to be State-assisted, if not through the tariff, then by means of expenditures.

(3) That our Government is paternal in many of its features.

It follows from this, that the general policy of the Government of the Dominion cannot be passive. It must either tend to retard or to promote progress. Bearing this in mind, we think you will agree with us that the Liberal Government are fairly entitled to a reasonable measure of credit. *A bad policy could not produce the beneficial results we have referred to.*

In this progressive age when people are so absorbed in their own business affairs, they are apt to forget modern political history. We deem it advisable, therefore, to point out some of the many steps that have been taken by the Government in power to promote the general welfare. We think we will be able to prove conclusively to you that the Government has been a working one; and that it has made honest and sincere efforts to help us. However, let the facts speak for themselves, and be their own answer to the charges and assertions of "our friends the Enemy."

We will endeavour to be very brief, our object being simply to refresh the memory of the public.

REFORM AND REDUCTION OF THE TARIFF.

(1) The first important act was the revision and reduction of the Tariff. *An honest effort was made to give the people a Tariff law which would be fair to all classes.* The interests of all industries were carefully considered, and *particular attention was paid to the needs and wishes of the consumer.* It was probably the first attempt that was ever made in Canada towards constructing a Tariff on sound scientific lines. The inter-dependence of industries was carefully thought out, and equitable adjustments were made when interests were found to conflict.

Taxation was materially reduced.

In 1896, under the Conservative tariff, $18.28 was charged by the customs, on the average, on every $100 of goods imported into the country. During 1903 only $15.88 was so charged. Although this is a reduction of 13 per cent. it may seem small, but apply it to the total importations of 1903, and you will find that if the Conservative rate had been charged, more duty to the amount of five and a half million dollars would have been collected.

But Conservative politicians have argued in the House of Commons that in making the calculation Coin and Bullion and Indian Corn that comes into the

country but is not consumed here,—being afterwards exported,—should be deducted. Well, taking them on their own ground, we find that the average rate of duty imposed in 1896, after deducting Coin and Bullion, was $19.19, whereas it was only $16.60 in 1903—deducting Coin and Bullion and Indian Corn imported but not remaining in the country. If the Conservative average rate of 1896 on this basis had been in operation in 1903, nearly six million dollars more duty would have been collected.

The Conservatives further think it is not fair to make a comparison with the year 1896. Well, we will take their full term of office :—The average duty charged by them during their eighteen years of power was $19.10 on each $100 worth of goods imported. Since the Liberal Government came into power the average duty was $16.49. If the Conservative average rate had prevailed during the last seven years, 1896 to 1903, over 32 million dollars more duty would have been collected.

The farmer was especially benefitted by the changes, as was only fair. He got what he asked for, viz :—the duty off Binder Twine, Indian Corn, Barbed and other Fencing Wire, Cream Separators, etc. Substantial reductions were also made on many Agricultural Implements, Hardware, Woollens, Cottons, Linens, Glassware, Hats, Caps, Furs, and many other Staple Commodities.

Manufacturers were assisted by material reductions in rates on Steel and Iron, and other raw materials.

THE BRITISH PREFERENTIAL TARIFF.

(2) A Preferential Tariff in favour of British goods was adopted. This was probably the most popular step ever taken by any government in Canada, and it has been productive of beneficial results, alike to Canada and the Empire. It was the best advertisement the country ever received The whole Empire rang with it, and our national status was markedly increased. The material results have been as follows :—

1. The duties on all the most important staple commodities were materially reduced, and the consumer was thereby benefitted. This is illustrated by the following figures :—

Article.	Average duty collected on Imports from Great Britain 1896.	Average duty collected under Preferential Tariff, 1902.
Books	23.35 per cent.	10.69 per cent.
Cottons	28.20 "	20.74 "
Drugs	22.57 "	15.39 "
Earthenware	30.00 "	20.05 "
Flax and Manufactures	22.02 "	18.01 "
Furs	15.95 "	12.03 "
Glass	23.35 "	16.40 "
Gloves	35.00 "	23.33 "
Gutta Percha	33.58 "	22.31 "
Hats and Caps	30.00 "	20.00 "
Iron	21.02 "	9.67 "
Leather	19.03 "	12.31 "
Oil, except Kerosene	20.00 "	16.08 "
Paints	10.08 "	7.59 "
Paper	28.75 "	19.10 "
Wool manufactures	32.00 "	22.92 "

Note.—Figures for 1902 are quoted because at time of writing this pamphlet details of importations for 1903 were not available. The rates for 1903 would, however, be practically the same as for 1902.

The low rate under the Preference also constitutes a factor in determining the price to the Consumers of goods imported from countries not entitled to the Preferential Tariff. The foreign manufacturer in competition with the British manufacturer in the Canadian market has to reduce his price to offset the reduction in duty in favor of Great Britain.

This reduction is a very material one. It works out this way, viz.: where we charge $3 on American goods, we only charge $2 on British goods.

2. The Preference stimulated British trade with us, and has largely increased British imports. Under the operation of the Conservative Tariff, imports from Great Britain steadily declined. For instance, there was a falling off between the years 1893 to 1897, from 43 million dollars to 29½ millions. Immediately the Prefer was granted, sales commenced to increase, and they have jumped up steadily until last year, when they amounted to 59 million dollars. Dutiable imports alone increased from 20 million dollars in 1897 to 42 millions in 1903.

Although no law was passed by the Parliament of Great Britain giving our products preferential treatment over other countries, there is no doubt that a natural preference has been given to them by the British people. Our Preferential Tariff created a most friendly and cordial feeling in the Mother Land towards us. This, coupled with the vigorous policy adopted by the Liberal Minister of Agriculture towards the development and perfection of Cold Storage facilities, greatly stimulated our sales there. The increase in our exports to Great Britain has been so astonishingly large that it could scarcely be due to natural and ordinary causes. Look at the figures:—During the six years succeeding 1897, when the Preference was instituted, the aggregate exports of Canadian Produce to Great Britain amounted to 632 million dollars.—for the six years previous thereto, they were only 364 millions.

Preference Granted to British Colonies

The Preferential Tariff was also extended to the following British Colonies and possessions:

Bermuda, the British West Indies and British Guiana.

Abolition of Cattle Quarantine

Through the efforts of the Hon. Mr. Fisher, the Quarantine on Canadian cattle exported to the United States was abolished. This has proved a great boon to our farming community. It opened up a fine market for a class of young stockers which would otherwise have been practically unsaleable.

Consider the results! During the four and a-half years that the Quarantine was in operation, only 3,762 cattle, of a total value of $52,606, were exported by us to the United States, whereas for the same period, immediately succeeding the abolition, the exports were 349,393, of a value of $5,329,516.

Cold Storage.

(4) Cold Storage facilities for the shipment across the ocean of perishable products such as Butter, Cheese, Eggs, Fruit, Poultry, etc., were greatly extended and developed to a high point of perfection. The Conservatives claim the credit for initiating Cold Storage. It is true that they had taken up the idea, but they only played with it, and that, notwithstanding the fact that a thorough equipment of mechanical cold storage was then in use by Australian and American shippers. The truth is that during the latter years of Conservative rule, the Tory Cabinet Ministers were too busy fighting each other to give any

attention to the public needs. Hon. Mr. Montague, K.C.D., was then Minister of Agriculture, and as every body knows, he was in the forefront of the fight within the Tory ranks.

Under the Conservative plan a small number of steamers were fitted with insulated chambers to be cooled by ice, and a few refrigerator cars were placed on railways. This was the extent of the Cold Storage facilities, and they were very unsatisfactory. The Liberals adopted the mechanical Cold Storage System, and provided for it on 17 Ocean Steamers the first year,—now increased to about 30. By co-operation with Railway Companies, refrigerator cars were placed on all railways converging to Ocean Ports. Refrigerator plants were by the assistance of bonuses established at points of shipment to Great Britain, and by the same method, refrigerator chambers were provided in Creameries.

The result is that Butter for export is kept cool from the moment it is made or produced until it reaches the British market, and other perishable products may be shipped, with the certainty that they will not depreciate on the voyage.

During the season of 1902, 144 sailings were made to Great Britain, from Montreal, by vessels having mechanical Cold Storage or cooled air equipment. The shipments made in Cold Storage consisted of Butter, Cheese, Poultry, Lard, Bacon and Fruit.

The Hon. Mr. Fisher has also provided officers to supervise Cold Storage shipments, both at the points of embarkation in Canada and landing in Great Britain.

Aside from the Cold Storage question the Department of Agriculture has been very much alive under the direction of the Liberal Minister, and innumerable steps have been taken to benefit the agriculture, dairying and live stock industries. The following are only by way of illustration:—

An elaborate system of experiments was made to determine the causes that produce soft pork. The results, which are most valuable, have been published for the information of the farmers of the country.

The Minister having ascertained that there was a good market for Canadian poultry—in proper condition—in Great Britain, caused experiments to be made in methods of fattening and preparing for market,—the results of which were widely disseminated throughout the country. Experts were also appointed to instruct farmers in the business.

A Live Stock Commissioner was appointed.

More effective measures were taken to stamp out and prevent the spread of Hog Cholera and Cattle Tuberculosis.

A new Laboratory was installed at the Ottawa Experimental Farm, and the staff of the Chemistry Branch there was largely added to.

Since the Liberals came into office the Exports of the produce of the Farm have expanded in a ratio which is most gratifying and encouraging. For instance, during the seven years, 1890 to 1896, inclusive, Farm Products to the value of 331 millions dollars, were shipped out of the country, while for the seven following years the shipments amounted to 578 millions. While it would be absurd for any one to claim that the *entire credit* for this happy state of affairs is due to the Liberal Government, it is generally conceded that the actions of the Government have constituted a very important factor in stimulating and developing the trade.

The publication entitled "Ice and Cold Storage" of London, England, wrote as follows, in May, 1900:—

"When the history of Canada's agricultural interests comes to be written up, its progress of a truth must date from the year 1896."

Details of Export.

We will now look at the details of some of the principal Exports:—

	1896.	1903.
Butter	$1,052,089	$6,954,618

Price in 1896, 18c. per lb.; in 1893, 20 2-5c. per lb.

Butter, Seven years 1890 to 1896	$6,140,331
Butter, Seven years 1897 to 1903	28,869,710

Without the mechanical Cold Storage (which was commenced in 1897) it would be utterly impossible for our butter to be placed on the British market in a condition which would command prices high enough to encourage the trade.

Cheese too shows splendid increases:

Exports, 1896	$13,956,571
" 1903	24,712,943
Exports, seven years, 1890 to 1896	87,638,658
" " 1897 " 1903	133,978,276

It is worthy of note that the Exports of Cheese from the United States decreased by fourteen million dollars in the six years from 1890 to 1896. while Canadian Exports increased 30 millions.

In Butter, United States Exports increased 9 millions for the said six year period, as against an increase of 16 millions in Canadian Butter.

Bacon, Hams and Pork.

Exports, 1896	$ 4,446,884
" 1903	16,029,269
Exports, seven years, 1890 to 1896	15,752,793
" " 1897 " 1903	77,558,115

Eggs.

Exports, 1896	807,086
" 1903	1,436,130
Seven years, 1890 to 1896	7,242,508
" 1897 " 1903	9,819,760

Poultry.

Exports, 1896	18,992
" 1903	160,518

Crow's Nest Pass Railway.

(3) By the granting of a subsidy amounting to $3,630,000 the Government secured the speedy construction of the Crow's Nest Pass Railway, by which one of the richest mineral sections of the country was opened up and the trade connected therewith diverted from American to Canadian Channels. It also provided a fine market for the agricultural produce of the North West Territories, and since the construction of the road, the dairy and live stock interests of the Alberta District have enjoyed a measure of prosperity never before known.

The Government made it a part of the bargain with the C. P. Ry. that the said company would grant a substantial reduction in freight rates, ingoing and outgoing, to the farmers of the West. It was conservatively estimated that these reductions effected a saving to the farmers of $750,000, on grain and flour alone in 1899. Spread this reduction over a few years and you will see it would recoup the public for the whole amount of the subsidy.

Further, it was a part of the contract that the C. P. Ry. would turn over to the Government 50,000 acres of coal lands in the neighborhood of the Crow's Nest Pass. These lands formed one-fifth of a grant by the British Columbia Provincial Government to another railway company whose charter had been acquired by the C. P. Ry. The object of the Government in securing these lands was to enable it to control the price of coal to the mining industries of British Columbia and others. It is a provision of the Act that the coal from such lands shall be disposed of at a reasonable price not exceeding $2 per ton f.o.b. the mines.

The Government also secured control and supervision of rates over the new road, and can grant running powers over it to other railways.

Reduction in Postage Rates.

(6) The domestic rate of postage on letters was reduced from 3 to 2 cents.

The rate between Canada and the Mother country, and from Canada to every part of the Empire was reduced from 5 to 2 cents per half ounce.

Still further, the rate on letters from Canada to the United States was lowered from 3 to 2 cents per ounce.

More Postal Reforms.

A Postal Note system was adopted, which affords a cheap and convenient means of remitting money—small sums particularly.

A Special Delivery system was inaugurated, which ensures letters upon which a special ten cent stamp is affixed. being immediately delivered by a messenger on arrival at the office of destination. In some cases this is as good as the telegraph service.

Extension of Intercolonial Railway.

(7) The Intercolonial Railway was extended from Levis to Montreal,—the commercial centre of the country. It has also been more modernly equipped, and it is now the equal of the best railways on the continent.

Immigration

(8) A most vigorous immigration policy has been pursued with splendid results. In the foregoing pages, we have given striking figures illustrating the increase in the number of Immigrants, Homestead Entries, Land Sales, etc. Suffice it, therefore, to say now, that the progress that has been in the last few years, gives the strongest possible assurance that the long talked of national desire to populate the great West will be realized in greatly increasing measure each year, to the advantage of every industry in the country.

The Hon. Mr. Sifton, Minister of the Interior, undertook the work of his portfolio with the great advantage of knowing the needs and aspirations of the Western country thoroughly. His policy from the start was bold, energetic and

intensely practical. He realized what his predecessors failed to do, viz:—that the landing of immigrants in the country was only the commencement of good immigration work, and that to ensure the best results, every reasonable effort must be put forth to make the newcomers perfectly satisfied and contented. Towards that end land regulations have been simplified and made more generous in a variety of ways too numerous to mention. He saw the weak points that had given rise to dissatisfaction in the past, and supplied the necessary remedy. The settler is now welcomed instead of being practically neglected on his arrival, and is made to feel that he is among friends. In short, the aim has been to make it as easy as possible for the immigrant to get settled,—the fertility of the land will do the rest.

Space forbids our entering into anything like a lengthy description of the efforts to secure immigration. Very little has been left undone. The record is one of persistent, intelligent and enthusiastic effort, particularly in Great Britain and the United States. The great influx of people from the latter country into Canada has attracted the attention of the press of the world.

Long may the good work in this connection go on.

St. Lawrence Canal System.

(9) When the Liberal Government assumed the reins of power they found that, at the rate of progress that had been made under Conservative administration; the St. Lawrence Canal System *would not be completed for at least ten years.* Recognizing the importance of the work in the interests of the country, and particularly of the Great West, the Government determined to rush it to completion. This was done, and by 1900, a clear channel of 14 feet was available from the Great Lakes to the Ocean Ports in Eastern Canada.

Transportation Facilities Developed.

(10) In addition to the speedy completion of the Canal system, the Government, through the Department of Public Works, has pursued a most vigorous course, with the object of cheapening and facilitating transportation between the great North West and the Canadian Atlantic sea-board. Special and energetic attention was directed towards *improving the conditions* of,—

1. The Harbours on Lake Superior, where the western grain is delivered by the Railways and stored for distribution.

2. The Harbours for trans-shipment in Ontario.

3. The lines of routes between the Province of Ontario and Montreal, and other eastern ports both by rail and water.

4. The Harbours for receiving, storing and shipment for the ocean voyage.

5. The River St. Lawrence ship channel Montreal and Quebec, to the sea (night and day.)

6. The Telegraph system.

The general idea has been to create divers avenues through which would flow into the St. Lawrence, as the main artery, not only the products of the great North West, but also the products of part of the Western American States.

Starting at the commencement of the water stretch, improvements were effected at Fort William and Kaministiquia River, which enabled easier access to be had to Canadian Pacific Elevators.

At Port Arthur, additional depth of water was provided inside the protecting breakwaters, thereby facilitating trans-shipment at the new Canadian Northern Railway terminus.

The Harbours at Depot Harbour, Collingwood, Goderich, Owen Sound, Meaford, Midland, Sault Ste. Marie and Sarnia have been deepened by dredging, and at some of them, wharves and breakwaters have been constructed.

A large breakwater is in process of construction at the entrance to the canal at Port Colborne.

At Montreal, the Harbour Commissioners were moved to undertake the erection of a one million bushel Elevator; and the Government took under its special charge the construction of high water level piers in the eastern part of the Canal at Maissoneuve.

Large contracts were entered into for further wharf accommodation at Three Rivers and Quebec, and at the latter place the Dry Dock was enlarged so as to admit vessels up to 6 0 feet in length.

Perhaps the most important work which has been carried on has been the improvement of the channel between Montreal and Quebec by dredging.

The Government dredging plant, which up to 1896 was an old-fashioned one and entirely inadequate, was augmented by the construction of five new dredges, the "Aberdeen" "Minto," "Baldwin," "Lafontaine" and "Tarte." New tugs and scows were also built to complete the equipment.

With this much improved equipment, nearly 30 miles of the total dredged distance of the St. Lawrence between Montreal and Quebec—60 miles—was deepened to 30 feet, and widened to 450 feet, and in some of the most dangerous places to 800 feet.

In the interest of the shipping of the St. Lawrence, the Government Telegraph system was extended to Belle Isle, and the Marconi Wireless Telegraph System was established between Belle Isle and the main shore.

The transportation facilities in respect of what might be termed purely local domestic trade have also been greatly improved. All over the Dominion, in every Province, improvements have been effected at hundreds of places, consisting of construction and repairs to wharves, breakwaters, piling, dredging, etc.

Since 1896 a most vigorous and progressive policy has been pursued by the Government in the direction of improving aids to navigation.

The following statement will give an idea of the improvements effected and the beneficial works now in course of construction.

Light Houses were Established at

ONTARIO.

Ferris Island; Lake of the Woods; L'Orignal; Oka Pointe Du Lac; Toronto (East Gap); Flower Pot Island; Depot Island; Thessalon Point; Big and Black Bear Islands, Lake of the Woods; Michael Point; Cape Croker (with Fog Alarm); Michipicoten Harbor; Soulanges Canal (upper entrance).

QUEBEC.

Ile à La Pierre; Barre à Boulard; Flower Island; Ste. Irenee; Ste. Petronille; Cape Charles (Tower); Point Echouerie; Port Daniel; Ile à L'aigle.

NOVA SCOTIA.

Green Cove; Port Maitland; Digby Pier; Glasgow Point; Arisaig; Neal Harbor; Port Medway; Sambro Harbor; Little Loran; Woods Harbor; Victoria Beach; Indian Harbor; Poulamon; Grand Etang; Wolfville; Port Felix; Henry Island; Great Bras D'or; Bourgeois Inlet.

NEW BRUNSWICK.

Buctouche Bar.

PRINCE EDWARD ISLAND.

Orwell.

BRITISH COLUMBIA.

Bare Point; Prospect Point (with fog bell); Sisters; Cape Mudge; Egg Island; Ivory Island; Pointer Island; Dryad Pointe; Lawyer Islands.

Range Lights Were Established at

ONTARIO.

Port Dover; Bishops Bay; Lake of the Woods; Elliott Point; South Baymouth; Midland; Blind River; Stribling Point; Soulanges Canal; St. Regis Dyke; Point Edward.

QUEBEC.

St. Thomas; Montmagny; Oak Point; St. Antoine de Tilly; Ile Marie; Ile Bouchard; Vercheres Traverse; Vercheres Village.

NOVA SCOTIA.

Cole Harbor; Negro Harbor; Margaree Harbor.

NEW BRUNSWICK.

Cape Tormentine.

PRINCE EDWARD ISLAND.

Wood Island Harbor; Darnly Point; Annandale.

Beacons or Lights Were Placed at

ONTARIO.

Tree Island (Georgian Bay) Stokes Bay; Midland; Burlington Bay; Sault Canal; Port Burwell; Stag Island Shoal; Galops Canal; Richard's Landing; Coppermine Point; Thornbury.

QUEBEC.

Labrador Coast; Lake St. John; St. Croix Bar; Becancour; Grand Entry Ile Verte.

NOVA SCOTIA.

Johns Island; Louisburg; Inner Sambro Island; Port Bickerton; Canning.

NEW BRUNSWICK.

Catherine Cove; Woodward Cove; Two Rivers Harbor.

BRITISH COLUMBIA.

Kaslo Spit; Garry Point; Brotchey Ledge; Walker Rock; Nanaimo; Gibson's Landing; Baynes Sound; Atkins Reef; Danger Reef; Gabriola Reef; North Reef; Shute Reef; Shark Spit; Portier Pass; Parthia Shoal; Walbran Rock; Wellington Rock; Regatta Rock; White Stone.

Fog Horns and Fog Alarms Were Provided at

ONTARIO.

Thirty different stations.

NOVA SCOTIA.

Fort Point; Isaac Harbor; Crow Harbor; Baccaro; Sand Pit; Shelburne Carter Island; Fort Point; Liverpool; Louisburg (fog alarm was established).

NEW BRUNSWICK.

Grand Manan; Bay of Fundy; (nineteen in all).

BRITISH COLUMBIA.

Ballinac Island; Egg Island; Pointer Island; Bryad Point; Ivory Island.

Further Improvements and Aids.

ONTARIO.

A chart of the Lake of the Woods was published. Shoals at entrance to Port Colborne were removed. A pier and light-house is in course of construction at Pelee Passage. At Toronto (East Gap) a fog bell was established.

QUEBEC.

A fog alarm siren was constructed at Belle Lake at a cost of $20,000. A crib work pier with light-house is now in course of construction at Traverse. At Fame Point a fog siren was established.

NEW BRUNSWICK.

A light ship was placed in Shediac Harbor.

BRITISH COLUMBIA.

Signal station established at Cape Beale.

Buoys Were Placed at

Many places all over the Domin n.

Government Bonds Highly Favoured in Great Britain.

(11) Through the efforts of the Government, Canadian Government securities were placed by the British Government on the "Trustee List" in Great

Britain, which comprises only the most gilt-edged investments such as British Consols, &c. The advantage to Canada through this will be seen, when it is explained that the difference between the selling price of a security admitted to the Trustee List and one excluded from it, is from two to three points in a hundred. The advantage to Canada in the next ten years will not be less than 2½ million dollars.

The fact that the Canadian Government securities were admitted to the most favoured list in the British money market has no doubt operated, and will continue to operate, advantageously to Canadian business securities offered for sale in Britain.

The Opposition, by the way, long coveted this favour, and seriously attempted to secure it, but without success. MORAL: Different methods produce different results.

Government Loans Floated at Two and a Half Per Cent.

(12) In 1897, the Government for the first time in the history of the country succeeded in placing a Loan in Great Britain—the world's money centre—at 2½ per cent. interest. The lowest rate previously obtained was 3 per cent. This Loan was sold at very good figures, the net result being an actual rate of interest of 2⅞ per cent. on the purchase price. Compare this with a net rate of 3⅛ per cent. under the Conservative regime.

It will be apparent to everyone, that when a country's credit is raised, it operates beneficially to its business interests.

Cold Storage for Fishermen's Bait.

(13) A system of Cold Storage was adopted for the preservation of bait for the fishermen of the Maritime Provinces.

Herring and squid form the principal bait for the great Cod and Haddock fisheries. These bait fish, however, cannot be captured at all times, and as a consequence the fishermen lose many days employment during the season. The aggregate loss to the fishermen of the Lower Provinces through this cause was estimated at $1,500,000 per annum. To overcome this, the Government decided to grant aid to the extent of $100,000, or more, towards the erection by Associations of Fishermen of an adequate number of small ice and salt freezers for the purpose of preserving bait fish, and ensuring to the fishermen a continuous supply thereof. The project has been enthusiastically taken hold of by the fishermen, and most beneficial results have followed.

Discrimination in Freight Rates.

(14) The Government having, after careful consideration, come to the conclusion that certain Canadian Railway Companies were discriminating in their rates in favour of the Standard Oil Company, and to the detriment of Canadian oil men, at once put an end to the discrimination, and fixed a schedule of rates to apply to all. In this way the rights of the people were vindicated, and the commerce of the country was assisted.

Fair Wages to Labour.

(15) The legislation and administration of the Government in the interest of labour have been of a beneficent and radical character.

On the motion of Sir Henry Mulock (then Postmaster General; now Minister of Labour in addition), a resolution was adopted by Parliament during the Session of 1900, to the effect that every effort should be made to secure to workmen engaged on Government works, and works aided by grants of Dominion funds, the payment of such wages as are generally accepted as current for competent workmen in the respective trades in the district where the work is carried on. The resolution also provided that all Government contracts should contain such conditions as would prevent abuses which might arise from the sub-letting of contracts.

Following the lines thus laid down, Government contracts now contain clauses to the following effect:—

1. That except where the same is customary in the trade, the contractor shall not assign or sub-let the contract or any part thereof.

2. That the workmen to be employed shall be residents of Canada.

3. That the wage current in the district where the work is to be carried on shall be paid; such wages are specified in each contract, and made a condition thereof, and the contractor is not to be paid until he has satisfied the Government that he has paid them.

4. That no portion of the work shall be done by piece work. (Piece work was found to be a fruitful source of abuse and sweating).

Not only do Government contracts contain these clauses, but a Special Officer, Mr. D. J. O'Donoghue, a well known Labour man, was appointed to see that they are properly enforced. That he has performed his duty faithfully is well known to workingmen throughout the country. The results of Mr. O'Donoghue's work are published from month to month in the Labour Gazette, to which reference may be made for full information as to the contracts, rates of wages, etc.

Sweating System on Government Contracts Abolished.

(16) In 1897, a Commissioner appointed by the Liberal Government to investigate into the Sweating System, reported that practically all the military and other clothing manufactured for the Government during the last five years of the Tory administration had been manufactured through sub-contractors who employed women and girls to do the work in their own homes for a very meagre pittance, and under improper and unsanitary conditions. As an illustration of the low wages paid, it might be mentioned that in Montreal, women manufactured heavy Government clothing for 2½c. an hour, or 25c. a day of ten hours.

The Liberal Government, when these facts were disclosed, promptly abolished the evil system, and made provision against it in Government contracts.

Department of Labour and "Labour Gazette."

With a view to the dissemination of accurate statistical and other information relating to the condition of Labour, the Postmaster General, acting for the Government, introduced and carried through Parliament, in 1900, a Bill establishing a Department of Labour, clothed with authority to collect, digest and publish in suitable form, statistical and other information relating to the conditions of labour, and institute and conduct enquiries into all industrial questions—the information so obtained to be published in a monthly publication known as the "Labour Gazette."

The Department of Labour was duly established during the months of July and August, 1900. The Hon. Mr. Mulock was appointed Minister thereof, and

the position of Deputy Minister was given to Mr. W. L. MacKenzie King, B.A., a distinguished graduate of Toronto University, who had made a special study of labour questions. Reliable correspondents are selected in the most important trade centres. The first issue of the Labour Gazette was published in September, 1900, and it has been published regularly ever since. It is we think not going too far to say that it is an exceedingly creditable publication, and a most valuable public document. It is strictly impartial, the aim being to present facts without drawing conclusions, or moralizing. The scope of the information contained in it is very broad, and along useful and practical lines. The reports of the trade correspondents form a diary of labour conditions of the Dominion. Special investigations were made (and the results set forth) respecting the status of our principal industries, standards of wages, relative cost of living in the various localities, trades unions, and many other subjects interesting to workingmen and employés. All trade disputes have been noted, and the summaries published of legal decisions affecting labour. The work of the Alien Labour Commissioner and the Fair Wages Officer has also been reported from month to month In short, the aim has been to supply the most reliable data affecting labour and such topics as have a bearing on the status and well-being of the industrial classes of Canada.

Settlements of Labour Disputes.

But the Government went further in their efforts to promote the best intersts of the workingmen and the business public generally. In 1900, they introduced and passed through the House of Commons, a Bill providing for the adoption of concilitatory methods in the settlement of labour disputes. The Act provided the necessary machinery for bringing employers and workingmen together with a view to settlement of their differences.

It was predicted that the measure would be beneficial in results to the country, and experience has demonstrated this. By means of it, and through the conciliatory efforts of the Deputy Minister of Labour, a considerable number of strikes which threatened to be serious, were amicably settled. For instance settlements were effected in the cases of strikes of,—

The employees of the Valleyfield Cotton Mills.

The Coremakers of the Ontario Malleable Iron Company, of Oshawa.

Certain machinists of Dundas.

The employees of the Laurentide Pulp Mills at Grand Mere.

Sawmill men at Louisville, Quebec.

The longshore men at Halifax.

Sawmill men at Hawkesbury.

Many others could be cited.

Tobacco Industry Stimulated.

(19) The cultivation of tobacco was stimulated. A house for curing home-grown tobacco was erected at the Experimental Farm, and two acres there have been devoted to experiments in the growth of the plant.

A carefully prepared and exhaustive bulletin respecting tobacco culture and treatment was published and widely distributed, and an expert in the business was engaged to travel about the country and give instructions to farmers.

Further means were also adopted to help the industry. The regulations of the Inland Revenue Department which, in effect, operated against the mixing of

Canadian grown tobacco and foreign leaf, were abolished, and changes were made in the excise duties in favour of the home-grown leaf.

The result of all these measures has been a remarkable increase in the production and consumption of Canadian tobacco. In 1897 only 726,000 lbs. of Canadian leaf was made into tobacco consumed in the country, whereas in 1902 the quantity had increased to nearly three million pounds. Our home-grown leaf is also entering to some extent into the manufacture of cigars. During 1902 3,712,150 cigars made with Canadian tobacco went into consumption, as against only 704,910 in 1898.

Turning to the figures showing the consumption of tobacco and cigars manufactured from mixtures or combinations of foreign and Canadian leaf, we find that in tobaccos there was an increase from 350,000 lbs. to 1,282,000 lbs. in the last four years, while in cigars the number increases from 35,000 in 1898 to 5,984,195 in 1902

Since 1897 the number of cigar and tobacco factories in the Dominion has been increased by 64.

Creameries in the Northwest Territories.

Soon after taking office, the Minister of Agriculture found that private enterprise in the Northwest Territories had attempted to start dairying there, but, through various circumstances incidental to private enterprise, had failed. This was a serious set back to the country.

Investigating the conditions, the Minister was satisfied that dairying could be successfully established in the Territories, and that, by proving this, not only would an important local benefit accrue, but also the whole Dominion would be benefitted, as a fresh development of the new lands of our western country could be counted upon, and another attraction would be added for the incoming settler. Mr. Fisher asked for an appropriation of $15,000 a year for three years, and proceeded to organize creameries in the Northwest Territories.

The working of the first creameries was so successful that all sections of the Northwest demanded the facilities and during the season of 1900 no less than thirty creameries and skimming stations were being run by the Department in the Territories. It has been proved that butter of the most excellent quality can be made there. The farmers in the neighborhood have been steadily increasing the number of their cows. Delegates who have been sent to spy out the land have reported that one of the chief inducements to their people to go to certain sections has been the establishment of dairying there.

The export trade in butter to the Orient has been established and is steadily, though slowly, increasing. The mining camps of British Columbia and the Yukon have been supplied with a first-class grade of butter fresh from the near-by plains.

It is now thoroughly established that butter making is one of the profitable industries of the Northwest Territories, and it is equally clear that without the work of the Department it would have taken many years, and perhaps even a generation, to establish this welcome fact.

Telegraph Line to Yukon.

(21) A Government telegraph line was built from British Columbia to the Yukon, thereby giving the 30,000 or more people now there means of rapid communication with all parts of Canada.

Extension of Government Telegraphs.

(22) The telegraph system owned and controlled by the Dominion was also extended by many hundreds of miles in British Columbia and the Maritime Provinces To help the shipping interests an extension was made to the Straits of Belle Isle.

Trade Statistics.

(23) With the object of enabling business men to watch foreign competition closely and promptly, the Hon. Mr. Paterson, arranged for the publication of a Monthly Report giving the same full details of imports and exports as was, and is contained in the annual Trade and Navigation Returns. These annual Returns had not been published as a rule until about six months after the close of each fiscal year, and the information contained therein was, therefore, too ancient to be of any practical value to business men. The Monthly Reports are published promptly, and that they are fully appreciated. is evidenced by a resolution of the Canadian Manufacturers' Association thanking the Minister of Customs for providing them

Wholesale Trade Benefitted.

(24) A Regulation was adopted, under and within the Customs law, in regard to shipments to Canada through an intermediate country, which has had the effect of giving a stimulus to the Canadian Wholesale Trade in many commodities which we are obliged to import.

Prepayment of Customs Duties in Britain.

(25) An arrangement was entered into between the Customs Department and the British Postal authorities, whereby persons sending postal parcels from Great Britain to Canada may prepay the Canadian Customs duty in Great Britain. This will facilitate business, and will be a great convenience and advantage to settlers from the old country.

Whiskey Smuggling Stopped.

(26) Through energetic and well-directed efforts applied shortly after the Liberals came into power, and continued ever since, the backbone of the whisky smuggling business from St. Pierre, Miquelon, to the Maritime Provinces and points on the St. Lawrence, has been broken. The salutary method of imprisonment was resorted to when free-booters were captured, with the result that they are now thoroughly frightened. If any smuggling of this kind is being done now it is on a very small scale. This illicit traffic was demoralizing in its effects; prejudicial to the revenue, and injurious to legitimate Canadian trade.

Trade with South Africa.

(27) The Government has not been behind hand in helping the business men of the country to secure a share of the trade of the newly acquired Dominions of the Empire in South Africa. When the war was drawing to a close, a special Trade Commissioner was sent out to ascertain the possibilities for the sale of our products, and recently, a most efficient gentleman was permanently appointed as resident Canadian Trade Agent in Cape Town.

In addition to this, the Government, by means of liberal subsidies, provided for a direct freight service between Atlantic ports in Canada and South Africa, which went into operation about a year ago.

Commercial Agent in France.

(28) A gentleman of high standing, who is thoroughly conversant with the trade of both France and Canada, was last summer appointed as resident Commercial Agent for Canada in Paris.

Coasting Trade.

(29) An Act in the interest of Canadian ship-owners and ship-builders was passed in the Session of 1902.

It provides that ships built outside of the British Empire, but having a British Register, shall not be entitled to engage in the coasting trade of Canada, unless a license be taken out, and a duty be paid of 25% ad valorem on the fair market value of the ships. Prior to this law, a ship built in any foreign country might secure British Register in any British port outside of Canada, absolutely without charge, and by virtue thereof, be entitled to participate in our Coasting Trade.

British built ships are of course entitled to the same privilege in regard to such Coasting Trade as ships constructed in our own waters, but the line is drawn there.

New Steamship Services.

(30) The Department of Trade and Commerce has, since 1896, been instrumental in securing a number of new and important steamship services. Two winter services were inaugurated from St. John, N.B.—one to Glasgow and the other to Belfast and Dublin. Steamship lines were also provided to sail from Montreal and Quebec in summer, and Halifax and St. John in winter, to Manchester, and from Canadian to French Ports. There were also some services established between local points,—for instance, one between Quebec and Gaspe, and another between Sydney and Bay St. Lawrence Ports.

Wireless Telegraphy.

(31) The Government entered into an agreement to contribute $80,000 towards the construction of the Marconi Wireless Telegraphy station at Glace Bay. As a consideration for this, Mr. Marconi's company agreed that messages should be transmitted from Canada at a rate not exceeding 10c. a word. This is a great deal below the cable rate, which is 25c. a word.

The Land for the Settler.

(32) The policy of the Liberal Government is, and has been, to dispose of Dominion arable lands to actual settlers only, and not to speculators, as was the case under Tory rule. The principle of granting large tracks of arable land for railroad purposes has been abandoned. The public lands are now held for entry as homestead, and for sale subject to homestead conditions,—*not an acre has been otherwise disposed of.*

The Conservatives gave away to Railroad Companies no less than 66 million acres of land. At the nominal value of $1.50 per acre, such lands would be worth $99,000,000.

The granting of such land subsidies has greatly retarded the progress of the West, by reason of the fact that lands so held by railway companies, are locked up from sale until the industry of the surrounding settlers gives them such a value as to enable the Companies to realize a big profit.

Pacific Cable.

(33) Financial assistance was given towards the construction of the Pacific Cable, which is now in operation.

Assay Office.

(34) An Assay Office was established in Vancouver, with the object of capturing the Yukon business which had, at the outset, got into the hands of Americans.

Beet Sugar Industry.

(35) The Beet Sugar Industry was encouraged by placing machinery and structural iron and steel for the factories on the Free List.

Protection Against Insect Pest.

(36) Necessary steps were taken to prevent the introduction of the insect pest known as the San Jose Scale, which is very destructive to trees, shrubs, vines, etc.

Orders for War Office.

(37) Acting upon very strong representations made by our Government the Imperial Government caused large orders to be placed in Canada for Military supplies during the progress of the Transvaal war. These orders ran into millions of dollars, and the fulfilment thereof was supervised by the Departments of Agriculture and Militia. The goods so purchased from us comprised: Hay, Flour, Beef, Jams, Oats, Saddlery, Boots, and Military Clothing.

Since the war ended, orders have also been received through the British Government for a large quantity of Agricultural Implements.

Abolition of Canal Tolls, etc.

To assist the St. Lawrence and Lake shipping, and with the object of promoting the greater use of our Canal system, the Government tolls on vessels passing through the canals were abolished this season as well as steamboat Tonnage dues. This was a great boon to Canadian shipping interests—and, judged by results, it appears to have been just what was necessary to turn the tide of the grain carrying trade of the continent through Canadian routes. This season the St. Lawrence route has been patronized to a much greater extent than ever before, and American ports have become very jealous of our progress, as is evidenced by the following newspaper extracts:—

TERRIBLE CANADA.

(*Globe, Sept. 10.*)

She is Handling Uncle Sam's Export Grain.

Railways Implored to Lower Their Grain Rates and Save Traffic of United States Ports.

(Special Dispatch to The Globe.)

Montreal, Sept. 9.—It would seem that some of the American Atlantic seaports, especially Philadelphia, are becoming more than ever alarmed at the diversion of the grain shipments to the Canadian lake and canal route for export. The following circular, issued to shippers at Philadelphia, has reached this city :—

"Rate from Chicago f.o.b. north Atlantic ports seven cents per bushel.

"Rate from Chicago to f.o.b. ocean steamer Montreal four cents per bushel.

"Difference in favour of shipments through Canadian ports three cents per bushel.

"Here is a fine exhibit. The grain which was formerly handled by the North Atlantic ports and shipped through Duluth, Chicago and various lake ports is now being taken out of the United States by Canadian roads, shipped through Canada and put on ocean steamers at Montreal at three cents per bushel less than it can be done through New York or Philadelphia. Grain exporters and parties engaged in this business are very glad to handle it at one-quarter cent per bushel margin. So far as the export grain business is concerned, the north Atlantic ports of the United States might as well be wiped off the map. The ocean freight from Montreal to the United Kingdom and continental ports is practically the same as it is from New York or Philadelphia. Thus it will be seen that the grain shipped from Montreal can be laid down in Europe at three cents a bushel less than it can when shipped through United States ports.

"The remedy lies with the railway companies. The present basis of five cents per bushel on grain at and east of Buffalo is prohibitive and farcical. But a few years ago railways were glad to handle this business at two and one-half cents a bushel, and when they got three cents they thought they were making big money. The all-rail rate on grain for export from the Mississippi river to the seaboard is sixteen cents per hundred. It is but a little while since an export rate of ten cents and twelve cents was in operation, and the Atlantic seaboard had a fighting chance for business from west of the Mississippi.

How long is this state of affairs to continue? The merchants doing business from the north Atlantic ports have worked for a number of years to build up the commerce of their respective ports and to sustain the ocean steamship lines, which are now running at considerable loss. Quite a number of steamers have been taken off, and unless something is speedily done to compete with those Montreal shipments there will be but few steamers running from the north Atlantic ports of the United States. Some of the lines will have to go out of business entirely."

The number of sea-going vessels arriving at Montreal up to September 1 was 511 vessels, having a tonnage of 1,196,219 tons, as compared with 485 vessels, with 962,217 tonnage last year. The number of inland vessels arriving during the same period was 6,560, with a tonnage of 1,144,720 tons.

The revenues of the port show a corresponding increase. Receipts to September 1st were $175,473 as compared with $149,021 last year, making an increase for 1903 of $26,457.

TO CHECK CANADIANS.

(Globe, Aug. 20th, 1903.)

Baltimore Becoming Anxious about Grain Trade

AND WANTS AMERICAN GRAIN CARRIERS TO REDUCE RATE TO ENABLE THAT PORT TO COMPETE WITH RIVALS

Baltimore, Aug. 19.—A meeting of the grain exporters was held in the President's room of the Baltimore Chamber of Commerce to-day and the diversion of freight from the Atlantic seaboard points in the United States to the Gulf and Canadian ports was discussed.

President James C. Gorman was authorized to select a committee with himself as one of its members and to bring the matter to the attention of the Baltimore transportation companies and afterwards the grain exchanges of New York, Philadelphia and other seaboard ports.

By concerted action it it hoped to have the eastern American grain carriers reduce the rates so as to enable the Atlantic cities to compete with their Canadian and southern rivals.

Transportation Commission.

The appointment of a commission of experts to study the transportation problems will no doubt be productive of much benefit to the country.

Silver Lead Mining Assisted.

By means of bounties, assistance was given to the silver lead industry of British Columbia, which had been in a depressed condition. It is confidently predicted by mining men that the action of the Government will enable the mines of British Columbia to be operated to advantage.

Placer Mining Benefitted.

Mining in the Yukon was benefitted by placing on the tariff free list machinery and appliances of a kind not made in Canada for use in alluvial gold mining.

Iron and Steel Industries Assisted.

The development that has taken place in recent years in the iron and steel industries is due in a great measure to the provisions made by the Government for aiding the industries by way of bounties.

Freight Rates Reduced.

Exercising its power of control the Government succeeded in effecting a considerable reduction in the freight rates over the White Pass and Yukon Railway.

Dominion Industrial Exhibition, Toronto.

A grant of $50,000 of public monies was made in aid of the Exhibition for the year 1903 to assist in enlarging its scope, so as to make it more of a national character.

Preference to South Africa.

Recently the Government offered to extend the British Preferential Tariff to the British Colonies in the South African Customs Union in return for the preference provided in the tariff of such customs union. If South Africa accepts the Canadian offer the reciprocal arrangement will no doubt be quickly consummated, and it will prove of great benefit to our producing and manufacturing interests.

Railway Commission and New Railway Act.

The new Railway Act, passed in the session of 1903, is universally admitted to be one of the best legislative enactments that has been passed by the Parliament of Canada in the general interest of the people, and even strenuous opponents of the Government have felt constrained to accord them a measure of credit for it. It undoubtedly fills many a long felt want, and is an advanced step in railway legislation, the results of which cannot be otherwise than beneficial. It gives the people greater control over the railways, remedies substantial and vexing grievances of the farmers in respect of fences, gates, cattle guards and fires, and gives a strong assurance of fairer and more uniform treatment to shippers. It is expected that one of the results will be the abolition of discrimination in freight rates, which business men have so strongly protested against. The Bill was framed and introduced by the Government. During its progress through the House some amendments offered by both sides were accepted and adopted but in its broad and main features it was not substantially changed by Parliament.

The chief and most outstanding change effected by the Act is the substitution of a Board of Railway Commissioners for the Railway Committee of the Privy Council. For many years it was generally felt by the shipping and general public and municipal authorities, as well as by the railways, that the Railway Committee of the Privy Council was, for various reasons, not giving satisfaction as a regulative body. In the first place, the members of the Committee, being Cabinet ministers, were always open to the charge of deciding cases according to the political aspect, and they were not possessed of the necessary technical training for the work. The fact that the members of the tribunal were changed with the changes in governing parties, and also occasionally through government exigency, was also considered to be a weakness.

Another and serious complaint was that the Committee held its meetings in Ottawa only, and complainants were, therefore, put to great expense in prosecuting their appeals. Moreover, the smaller complaints could not be effectively dealt with under that practice. Further, under the procedure of the Committee formal applications had to be made before matters could be taken up for determination. This rule in many cases operated disadvantageously to the public. Another source of grievance was that the powers of the tribunal were indefinite on certain vital points.

These defects have been cured by the new Act.

The powers of the Railway Commission are declared by the Act to be administrative only, and the tenure of office of the members thereof has been fixed at ten years, subject to renewal.

The members are required to be possessed of the best technical training possible.

The Committee must hold sessions anywhere in Canada whenever circumstances require. This will be a great saving of expense to complainants, and *will ensure the high as well as the low, the poor equally with the rich*, a careful hearing.

They must hear and investigate any complaint, and act of their own motion when necessary.

Chief Powers of Commission.

The following is a summary of the chief powers of the Commission, as defined in the Act:—

1. Absolute regulative powers in regard to rates, preferences, discriminations, rebates and secret rates.

2. Supervisory powers in regard to through rates and through routes.

3. Power to compel equal, proper and reasonable facilities for shipment to all persons and companies.

4. To regulate traffic agreements.

5. To regulate and supervise highway and railway crossings.

6. To investigate into serious accidents, and the causes of accidents.

7. To exercise a general supervision and control over safety appliances, and all matters touching the convenience and safety of the public and employes of the railway, the safety of property, and the operation of trains and the railway generally.

8. To regulate and supervise the general construction of railways—the location of the line and stations—the construction and maintenance of railway bridges, tunnels, etc., drainage, fences, gates and cattle guards, farm crossings, &c.

9. To supervise the opening and closing of railways in interest of the public safety.

10. To see that the various railways obey the provisions of the Acts, general and special, under which they operate.

Changes in Railway Law.

The changes effected by the new Act are briefly as follows:—

1. *Branch Lines.* The Commission has power to compel a railway to build a branch line to any industry within six miles of the railway on the application of the owner, and upon terms.

2. *Highway Crossings.* In cities or towns before a street railway or tramway can cross or run along any highway the consent of the municipality must first be obtained.

3. *Drainage across Railways.* The laws of the Province may be applied and the railway is made responsible for the expense of carrying any necessary drainage work across the railway.

4. *Farm Crossings.* The Commission has power to order the company to construct a farm crossing for a land owner.

5. *Fences, Gates and Cattle-guards,*—must be suitable and sufficient to keep animals from getting on the railway.

6 The specifications of all bridges and like structures, of a certain length, must be approved of by the Board before construction.

7 The Railway Commission has power to order the railway to provide proper facilities at its stations for traffic and to say what those facilities shall be.

8. The Commission is given powers as to the accommodation, running and operation of trains and as to safety appliances to be used on trains for the protection of the public, the employees and property

9. *Fires.* The railway is made responsible for all fires caused from sparks of its engines, the liability being limited, however, to $5,000 on any one fire, except when such fire is caused by its negligence.

10. *Tolls.* Fyling and publication of all tariff is required and procedure laid down. The Commission may disallow any tariff and may fix the tolls to be charged, and has absolute control over freight classifications.

Expectations.

The general results expected to be brought about by the Commission and the changes in the law are :—

1. Publicity of Railway rates.

2. Lessening of open rate wars.

3. The equalization of rates for long and short hauls.

4. The removal of substantial and vexing grievances of the farming community.

5. The beneficial exercise of controlling powers and thorough supervision of railway construction and operation.

6. Better education of the public in railway and transportation matters.

7. The smaller shippers are expected to be benefitted.

8. More uniformity in the basis or rate making.

9. The general use on railways of efficient brakes, automatic couplers, and other safety appliances.

10. Uniformity in the construction of rolling stock and in the rules for operating trains.

11. A decrease in the number of serious accidents.

If this measure stood alone it would stamp the Government as a business one, thoroughly alive to the needs of the people. The work connected with the preparation of the Act was very heavy and arduous, and its passage through the House of Commons was one of the chief reasons for the extraordinary length of the last session of Parliament. The Government had made up their minds that the Bill would be a beneficial one to the people generally, and particularly to the business public, and though the pressure of parliamentary business suggested the temptation to postpone it for another session, they persevered and ultimately placed it on the statute books.

It should be mentioned that the Act does not come into operation until a proclamation is issued by the Governor-General-in-Council.

Inspection of Binder Twine.

Some months ago the Government appointed Mr. Haycock, of Cataraqui, Ont., Inspector of Binding Twine. Tories of the calibre of Mr. George Taylor

forthwith declared it was a job, that it was impossible to inspect twine or ascertain the length in a ball without unravelling it and rendering it useless. Yet Mr. Haycock has already earned his salary for some time to come in the fines resulting from seizures.

The length of twine in a ball can be determined almost with mathematical accuracy by measuring the number of strands per inch on the outside, after first ascertaining the sort of fibre composing it, which, of course, is easy enough. There are binding twine inspectors in the United States, and Mr. Taylor will be surprised to hear, even inspectors of sewing thread.

When binding twine was put on the free list, it was said the American makers would dump all their inferior and short-length twine upon the Canadian farmer; and instances were cited where balls said to contain 600 feet really contained only 400, the Canadian buyer having been swindled to that extent. To prevent frauds of this kind, the Liberals passed a law that all binder twine should, under a penalty of 25 cents per ball, bear a tag giving the number of feet per pound in each ball, and if the actual length did not agree with the tag figure —or within a five per cent. limit—the dealer should be liable to a fine of from $1 to $25 per ball.

Mr. Haycock went to work before harvest. In Manitoba and the Territories he seized twelve lots of American and Canadian twine, the upshot being that the dealers were fined $500, and more important still, were obliged to return to the makers something like 275,000 pounds of short twine and twine below grade, which otherwise would have been palmed off on the settler. Returning East, he made ten seizures, in one case coming down upon a Canadian factory which appears to have made a regular business of manufacturing short twine. Throughout the Dominion the farmer paid for binding twine this year about $3,500,000. A saving of only five per cent. would amount to $175,000. Mr. Haycock's inspection has already produced more in fines alone than his modest salary of $1,200 will come to in three years; but the success of his efforts is to be measured rather by the enormous quantity of short or worthless twine he has driven from the market.

Lighting of Ship Canal from Montreal to Sorel.

Arrangements have recently been made by the Department of Marine and Fisheries, whereby the ship channel from Montreal to Sorel is lighted at night, enabling the ships to run after dark as well as during the day.

How the Conservatives Win Elections.—The Toronto "World" Tells How They Work.

Just previous to the Dominion general election held on Nov. 7th, 1900, the Ontario Conservatives, through some of their Toronto leaders, imported a large number of the worst kind of political operators from some of the worst districts in some of the United States cities. These aliens and foreigners, under the pretense of being detectives, were sent into the ridings to act as expert operators and corruptionists. One of the experts was captured the day of the election, in 1900, at Brantford, but allowed to go on promising to leave at once.

W. F. Maclean, M.P. (Conservative), proprietor of *The World*, Toronto, was a candidate for the office of Mayor of the City of Toronto, in January, 1902. His opponent was O. A. Howland, ex-M.P.P., and one of the leading Conservatives of the Province. Mr. Maclean was defeated, and on Wednesday morning, January 8, 1902, *The World* gave prominence to the following :—

"The Surest Way.

"Are you a worker in that sub-division?
"Yes, I can handle it.
"How much will it cost?
"Two hundred dollars.
"And you will guarantee to keep the vote even for that?
"Yes.
"All right. Here is the money. But do you see this other hundred dollar bill?
"Yes.
"And you know this gentleman here?
"Yes, I know him and can trust him.
"Well, I am going to give the hundred dollars to him, and if you make the majority in your division ten or better, he will hand the bill to you when the count is made and the majority is shown.
"I understand, and I'll do it."

Tory Headquarters.

On Thursday morning, January 9, 1902, *The World* had a number of pointed articles on the methods employed to elect Mayor Howland. One of these was headed "Wholesale Demoralization." It said, "The more the voting of Monday is investigated, he more evident it is that wholesale demoralization prevailed in the polling booths." *The World* acquits Mr. Howland of it. The men who did it were agents of one of the corporations, and all Sunday and Monday they were at work spending thousands in heading off what promised to be a Waterloo. There was no such vote polled for Howland as the ballot-boxes show. John o' the East, John o' the West, the old organizer (Robert Birmingham), and the old experienced bird, that has made his boast of handling St. John's Ward for thirty years or more, were all in it."

The Albany Club, King street, Toronto, the head centre of Toryism in the Province, was in favor of Mayor Howland, and here is how *The World* of Thursday morning, January 9, 1902, refers to the nest under the heading "Professional Corruptionists"—"The public are being aroused at last to the existence in Toronto of an organized machine of professional corruptionists. They have a nest in the centre of the city. They handle the money of corporations; their mission

has been to corrupt representatives of the people and to corrupt electors; most of all, to invade the one thing that ought to be sacred in our politics—the ballot-box."

Here was an opportunity for W. R. Brock, M.P., E. B. Osler, M.P., E. F. Clarke, M.P., A. E Kemp, M.P., and other prominent Toronto Conservatives, to have their friends, the Conservative council and mayor, have an investigation—but they closed their eyes to it all.

Easy Money From a Tory Lawyer on Sunday.

Of the many reckless charges which the Conservative Opposition made against the Liberal Government since 1896, all of which were without any substantial basis, must be included the one re the West Huron (Dominion) bye-election, 1899. Every opportunity was given the Opposition to prove their charges, and scores of witnesses were brought to Ottawa at the public expense, but all to no purpose; although, the Privileges and Elections Committee exhausted every effort to aid them. The Opposition thought that as the ballot then used was in the same form as that which they operated with in 1896 there could not be honesty in an election. The Conservatives asserted that one Farr and others had switched ballots. An extract from the report of the proceedings in the House will show to what extremeties the Opposition were driven to in the matter.

M. K. Cowan, (Liberal) M.P., speaking on the floor of the House of Commons, as reported in Hansard of May 17th, 1900, said:

"I tell hon. gentlemen opposite that he is still within the jurisdiction of Canada; I tell them that Farr was in Toronto, and is in Canada, and if this statement is false then they can arrest Mr. Farr. But they have not done it, and why? It is because the statement is true. It is because Mr. Mitchell, the town clerk of Goderich, a Conservative, a man appointed by the Goderich town council, swears that he saw Farr's ballot and that it was marked for Mr. McLean, the Conservative candidate in West Huron. I am not going to depend upon the evidence of a man named Farr; I am not going to ask this House to believe the uncorroborated statement of even Farr, even though he has not been proven a self-convicted liar and perjurer as Pritchett was." (Reads affidavit of one Farr.) "That is the affidavit of Farr. I do not know whether that affidavit is true or not, but I do know, and every gentleman opposite knows, that Mitchell swore in the box that he was a Conservative. Mr. Mitchell holds the respectable position of town clerk in the town of Goderich; he goes into the box and swears that Farr is absolutely correct because he saw his ballot, and yet hon. gentlemen opposite have risen in their places, and have scorned at the idea that Farr voted for McLean. In making such a statement, these gentlemen opposite say that not only is Farr a liar, but that their own supporter, Mitchell, swore falsely when he swore to this circumstance which was within his own knowledge. Every man and every lawyer knows that when a fact is against the interest of a man, and he swears to it, then that can be given double weight because he is swearing against his own interests. Mitchell was swearing against his own interests and against the interests of his own party, for he knew he ought not to have seen Farr's ballot. But, sir, when it comes to scoring a point against the Liberals of this country, hon. gentlemen opposite have no scruple in saying that Farr is a liar, and that Mitchell is a perjurer, and that Farr was our special tool and voted for Holmes. Here is an affidavit with a minute particularity of detail that must carry the conviction of truth, as gentlemen opposite argue. Farr swears:—

"Thomas Marshall and James Nelson, who gave evidence before the committee at Ottawa, were not correct in their statement as to when they last saw me before giving their evidence at Ottawa. I saw them on the same day as they left for Ottawa, and was told by Nelson that they had got some easy money from Mr. W. D. McPherson, the lawyer, on Sunday afternoon, and that the said McPherson wished them to make a statement of their evidence so that he could take it down and post them what to say at Ottawa.

"I asked Thomas Marshall how much they had got, and he said $26, with a promise to make it more if the evidence was good and strong. The said Marshall and Nelson have informed me since their return from Ottawa that they each got $13.20 at Ottawa as witness fees, and as they were away ahead on the transaction they had each bought a new suit of clothes. Nelson also said that it had been a godsend for him, and he hoped he would get a chance to make another raise in the same way. He also told me that W. D. McPherson, just before bidding them good-bye at the train on the Sunday evening when leaving for Ottawa, had impressed upon them the necessity of telling a story that would look all right, and that if they did that he would not forget them."

Plot Endorsed in Toronto to Steal Seats from the Liberals---The Manitoba Election Frauds of 1896.

It was proved before the Public Accounts Committee (Dominion), 1898, that wholesale frauds were perpetrated in Manitoba during the Dominion General Election of 1896. The conspiracy was hatched in Winnipeg. One, Freeborn, went up from Ontario, stating that he came from the chief organizer, Robert Birmingham, of the Tory party. Mr. N. Boyd, the Conservative candidate in Marquette, to whom Freeborn was sent, telegraphed to the organizer, and received an answer:

"He was a first-class man in North Bruce.—R. Birmingham."

Freeborn was thereupon employed in the election, and his employment was for the express purpose of teaching deputy returning officers how to manipulate ballots. In this nefarious business he was helped by two men named Anderson and Waller. These three worthies went through the Province into several constituencies, and it was proved by incontestable evidence that they instructed many deputy returning officers, through whose crimes hundreds of Tory ballots were substituted for Liberal ballots. Several of the criminals confessed their guilt; prosecutions were entered against others, and some of them were convicted.

This man Freeborn swore that he got certain instructions from one Turner, who told him they were given him by the Conservative organizer in Toronto. The instructions read:—

"We have the printing of the ballots, therefore a sufficient number should be printed extra to enable the deputy returning officer to have them marked for our candidate and ready to use after the count to replace those read out wrongly to the scrutineers. Or the deputy returning officer can have them marked and folded in his pocket to slip into the box in place of an Opposition ballot if the opportunity happens. This, of course, will occur quite frequently if we have control of both scrutineers.

"To get control of both scrutineers have one of our men, not a prominent one, but a supposed kicker, apply to the Opposition to be put on as a scrutineer inside. They are generally short of workers, and a few plausible men will turn the election in a close constituency. Or the men can write to their head-quarters for scrutineer papers if he lives in the country.

"Efforts should be made to make these methods work in wards that give the heaviest of opposition vote.

"Having control of both scrutineers, a large vote can be polled---dead and absent voters, etc., can have their ballots marked; there is no redress if both scrutineers were present.

"A friendly constable should be present to keep the poll clear of loungers and inquisitive people.

"The deputy returning officer should be a reliable, sharp and plausible man, so that if we do not get control of the opposition scrutineer, he can, when the counting time arrives, ask both scrutineers to take a piece of paper and record the vote of their candidate as he reads the ballots, which have been emptied on the table. He will then have a chance to read out wrongly, so that a majority can be secured for our candidate. The ballots should be put back into the box as quickly as they are read. The extra ones will do to fix things correctly when he goes home.

"Spoiled ballots can be made sure by a little doctoring. Opposition ballots can be spoiled by the lead out of a pencil fastened under the little finger with beeswax, drawn across opposite our candidate's name in opening the ballot.

"If you cannot get control of opposition scrutineers, have your deputy returning officer announce that he is against you, so as to lead them astray if possible."

In the city of Winnipeg where 5,000 or 6,000 ballots would have been sufficient in an honest election, there were 10,000 printed, and yet all had been used up at 2 o'clock and the polls had to be closed while more were printed. Altogether the Manitoba elections furnished an instance of the boldest and most colossal election fraud in history, under the auspices of the "party of purity."

Plot to Steal the Seats of Liberal Candidates in 1896.

The circular of instructions sent out from the Conservative headquarters, King St., Toronto, in 1896 pointed out four methods of doing up the Grits as follows:—

(1) *Slipping*—(*i. e.* calling out a ballot for the Tory candidate when it is in reality marked for the Liberal.)

(2) *Switching*—(*i. e.* stealing ballots marked for the Liberal candidate, and putting into the ballot-box ballots marked for the Tory candidate.)

(3) *Stuffing*—(*i. e.* polling votes of the dead and absent men with the connivance of both scrutineers.)

(4) *Spoiling*—(*i. e.* by making a mark on the ballot marked for the Liberal candidate opposite the name of the Tory candidate with a piece of lead fastened under the finger nail.)

The extent to which the last method (Spoiling) was practiced was shown by the very large number of rejected ballots in 1896 as compared with other elections. The following table is taken from the official returns:—

	Number of Rejected Ballots in	
	1896	1900
Addington	181	32
Bothwell	167	37
Brant, South	165	32
Brockville	101	38
Bruce East	133	38
Bruce, West	115	16
Cornwall and Stormont	103	42
Durham, East	59	6
Elgin, East	99	32
Essex, North	96	38
Grey, North	125	37
Hastings, East	79	25
Hastings, West	84	27
Huron, South	70	8
Kent	189	49
Kingston	215	33
Lambton, East	133	25
Lambton, West	70	19
Lincoln and Niagara	136	47
London	296	47
Middlesex, South	100	23
Muskoka and Parry Sound	175	58
Norfolk, North	114	accl.
Perth, South	129	14
Prince Edward	115	25
Russell	72	22
Simcoe, East	93	23
Victoria, South	78	29
Waterloo, South	164	28
Wellington, Centre	129	22
Wellington, South	101	33
Wentworth, South	304	50
Total for 32 Ridings	4190	951
Average	131	30

The elections under Liberal management, Dominion, show an average of less than 30 rejected ballots for each constituency. What a great contrast to Conservative rule.

From the recounts held in 1900 it was evident that there were really no spoiled ballots in the rascally sense in which the work was done under Conservative rule in 1896 for in 1900 the ballots used had a white space at the top and persons voting for the upper name inadvertently put their cross in the white space at the top where there was no name. The ballot however has now been improved by having no white space at the top.

The Corruption of 1891.

The shameful revelations of 1891 at Ottawa when opposition's friends were in power, being reported abroad, caused the *London Graphic* to say that "the government rested on a stupendous and all-prevailing system of bribery and corruption, and that even Tammany Hall smells sweet and clean in comparison with that huge stink-pot of the Canadian Government."

The *London Telegraph* was forced to declare that "only the most resolute and drastic purification can redeem public life in Canada from the taint of corruption, the like of which we have not seen in our country for hundreds of years."

The *London Echo* said that "no country could prosper where public departments are in league with fraudulent contractors and where Ministers are open to offers."

The *St. James' Gazette* added that "the existence of an organized system of corruption among public officials in Canada has been conclusively proved, and like everything else on the American continent, the bribery has been colossal"

A New and Brighter Era.

After the elections of 1900 under Liberal management, of the thousands of persons acting on behalf of the Crown not a charge was brought against a single one of them, or against a single Liberal worker. No petition was pressed against the return of any Liberal (in Ontario), but at least two Opposition seats, West Durham and North Bruce, were declared vacant for bribery and corruption. In one of the bye-elections that followed the unseating of the Opposition candidate, the Grits were abused in a most reckless manner; one speaker exclaimed, "The Grits are a desparate gang," "No brimestone is hot enough for Grits,"—See Toronto *Telegram* (Independent Conservative) Jan. 16th, 1902.

In spite of all this the Liberal candidate was elected and confirmed in his seat without a murmur.

In a bye-election in St. James Division, Montreal, in 1902, a few over-zealous workers committed breaches of the election law, but the law was enforced and some of the accused were imprisoned. When the Conservatives were in power everybody was protected, no one was punished.

Since the Liberals took office in 1896 there have been no scandals of any kind in connection with the administration of Canada's affairs or rascally conduct in the duties devolving upon the government in the management of elections. Reckless charges have been made, it is true, but they have all vanished to nothing but imagination under the fierce fire of investigation.

As every one knows the Public Accounts Committee is at liberty to investigate every item of expenditure, and Members of both sides of the House who are members of the Committee, avail themselves of every opportunity in this respect, and at the close of each year's proceedings so well satisfied are the

Members of the Committee that a vote of thanks is moved and earnestly offered by the Committee to the Chairman for his impartiality, etc.

The Chairman since 1900 has been the Hon. D. C. Fraser, M.P., of New Glasgow, Nova Scotia. The vote of thanks in 1903 was adopted on motion of James Clancy, M.P., Conservative member for Bothwell, and that of 1902, was adopted on motion of A. C. Bell, M.P., Pictou, Nova Scotia, and E. A. Lancaster, M.P., Lincoln, Ont., both Conservatives.

The work of this Committee is somewhat exacting, but under the present administrations it has always been pleasant. Everything brought up was investigated and inspected just as the books of well regulated and well managed financial institutions are annually examined, and the officials court investigation because they know everything has been properly done.

The Law as to Ballots.

It had long been found that the form of ballot used in the Dominion parliamentary elections in Canada was open to very great abuses. The whole question was taken up by the present liberal Government and many designs of ballots were examined. A perfectly novel principle was finally adopted and embodied in chapter 12 of the Acts of 1900, as section 48. The points of departure were:

(*a*) That the paper for the ballots was no longer supplied by the local printers, but was sent out from Ottawa to the Returning Officers.

(*b*) This enabled the Government to instruct its officers to supply a distinctive paper such as could not be bought locally. A paper was devised and specially manufactured of a peculiar colour, not used in trade and difficult to match, and it was made with a water mark showing a distinctive device, upon each ballot, when held up to the light. This water mark could only be imitated in a large paper mill with much expense of money, time and trouble. It could not be made in secret as many workpeople are of necessity concerned in the manufacture. The Act, while prescribing the thickness of the paper, did not enjoin these additional precautions. They were adopted by the Government in carrying out the Act.

(*c*) The Act prescribed other important changes. The ballot papers were to be numbered and stitched in books and were to bear the printer's name. In that way a check upon the actual number printed might be had and the sequence of the numbers would betray any attempt to pass off a fradulent ballot.

(*d*) While these novel precautions were taken the most important point of all was also secured. The ballot is absolutely secret. No trace remains upon it after it is dropped into the box by which a voter can be identified.

(*e*) An additional and novel peculiarity was adopted in section 41. Every Returning Officer is supplied with a stamp and he must stamp every ballot. A new stamp is provided for every election. The name of the district is on each, but the year changes and the shape of the stamp varies.

The new ballot was introduced in the general election of 1900. It was found to be a great improvement upon the old form, but the name of the electoral district, the date and printer's name were printed on the face of the ballot at the head, and although they occupied the space fully, there were little spots where a black pencil mark would show, and a number of ballots were still spoiled.

This led to the existing modification of the pattern, set forth in the Act passed the following year (chapter 16 of 1901). In this design the face of the ballot is so printed with broad black bands that it is not possible to make a black mark excepting in one of the spaces where a candidate's name appears. All the necessary printing excepting the names of the candidates is done on the back and the utmost ingenuity cannot find on the face a wrong place where a mark will show.

This modified ballot has been tested by use in the bye-elections since 1901 and has proved a great success. The Act of 1901 threw on the King's Printer the duty of sending out the paper to the Returning Officers. When the paper was sent out for the election of 1900 it was cut to a suitable size. Patterns were provided of model ballots on which ruled line showed the method of printing. When the election came to be worked out some of the local printers

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Front Form of Ballot Paper as Received by the Voter.

The black line above the first name shall extend to the upper edge, and the black line below the last name shall extend to the lower edge of the ballot paper, and all black lines be prolonged to the edge of the paper.

1 WM. R. BROWN
of the City of Ottawa, Barrister.

2 FRANK HAMON
of the City of Ottawa, Artist.

3 JOSEPH O'NEIL
of the City of Ottawa, Gentleman.

4 JOHN R. SMITH
of the City of Ottawa, Merchant.

The voter makes a cross **X** in the white space containing the name of the candidate for whom he votes.

spoiled the paper in most ingenious ways and a duplicate supply had to be sent. This was headed off in the bye elections by partially printing the paper at the Government Bureau. Nothing is now left for the local printer to do but insert the names of the candidates on the face and his own name and district on the back. The perforating, numbering and stitching into books must still be done locally to suit the local requirements.

No criticism or complaint has ever reached the ears of the King's Printer since the last precaution was adopted.

Other Good Acts.

The abolition of the old Franchise Act has been a great saving to the people individually and as citizens of the country. Everyone who had anything to do with the old Dominion Franchise Act knows that in addition to the money paid from the Dominion Treasury to revising barristers, clerks, etc., and for printing, publishing, etc., both political parties were at great expense in having the lists attended to. These, combined (the expenses by the Dominion Parliament and the expenses of the two political parties), have been calculated to amount, for each revision, $2,000,000.00 for the whole Dominion of Canada, while at the same time the Provincial lists for Provincial purposes were in existence. The present administration adopted the Provincial Franchise Law and did away with the cumbersome and costly Dominion Franchise Act, thus effecting a great saving to the country and the people

In the session of 1903 the Rt. Hon. Sir Wilfrid Laurier, in accordance with the resolution submitted by him in 1892, when he was leader of the Opposition, moved in the House of Commons that a Committee composed of members of both sides of the House should be appointed to confer together and draft a Redistribution Bill to be submitted to the House. In this Mr. R. L. Borden, leader of the Opposition, concurred, and after several meetings of the Committee the Bill was submitted to the House and adopted with very few amendments. The Bill has been considered by the people generally throughout Canada as a fair, equitable and just measure. No newspaper of any standing throughout the Dominion of Canada, whether Liberal, Conservative, or Independent, has assailed the general principle which pervades the Redistribution Bill adopted by Parliament during the session of 1903.

In the General Election of 1900, the Conservatives won a majority of 20 of the seats in the Province of Ontario, owing somewhat to the pernicious effect of the Gerrymander of 1882. Had the seats been the same as those for the Legislature, the Ontario Liberals in 1900 would have had four of a majority in the Province of Ontario instead of 20 minority. Now that the Gerrymander has been abolished and a commendable redistribution adopted for all the Provinces by the Dominion Parliament, Ontario will not be shackled as she was in 1900. The Liberals will therefore have a just representation from Ontario in the next Parliament of Canada.

The abolition of the old Dominion Franchise Law, the adoption of a highly commendable ballot, the just rearrangement of the seats, and the general spirit which prevails throughout the Administration for honesty in the management of the affairs of the country and the conduct of elections, have done much to strengthen that confidence which the people have in the leadership of the Rt. Hon. Sir Wilfrid Laurier.